

State Route 1 Lagunitas Creek Bridge Project



Community Impact Assessment

Caltrans District 4
Project No. EA 04-0G642/ID 04-13000350
MRN-1-PM 28.4 – 28.6
Existing Bridge No. 27-0023

April 2017



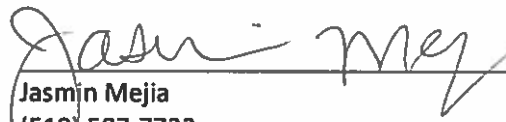
State Route 1 Lagunitas Creek Bridge Project

Community Impact Assessment

April 2017

STATE OF CALIFORNIA
Department of Transportation

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List of Abbreviated Terms

ABAG	Association of Bay Area Governments
ABC	accelerated bridge construction
ACS	American Community Survey
ADA	Americans with Disabilities Act
Caltrans	California Department of Transportation
CEDD	California Employment Development Department
CIA	Community Impact Assessment
CDFW	California Department of Fish and Wildlife
CDP	Census-Designated Place
DOT	U.S. Department of Transportation
EO	executive orders
LCP	Local Coastal Program
LEP	limited English proficiency
MTC	Metropolitan Transportation Commission
NPS	National Park Service
PM	post mile
project	Lagunitas Creek Bridge Project
SR 1	State Route 1
TCE	temporary construction easement
U.S.C.	United States Code

Summary

The California Department of Transportation (Caltrans) proposes to replace the Lagunitas Creek Bridge located on State Route 1 in Marin County at post mile 28.5, just south of the unincorporated community of Point Reyes Station. The Lagunitas Creek Bridge Project (project) would provide a safe and more seismically stable crossing of Lagunitas Creek. Project construction would occur over a 3-year period if conventional construction methods are chosen (Alternative 2b) or in 1 year if accelerated bridge construction methods are chosen (Alternatives 2a, 3a, 4a, and 4b). Caltrans is the lead agency for the project under the National Environmental Policy Act and California Environmental Quality Act.

This Community Impact Assessment (CIA) is prepared according to *Caltrans Standard Environmental Reference Environmental Handbook Volume 4: Community Impact Assessment* (Caltrans 2011). This CIA assesses the potential effects of projects on those living and working in the project area. This CIA also analyzes the way the project could affect local land use, parks, growth, community character and cohesion, community facilities, environmental justice, and the local and regional economy.

The study area contains land classified as built-up/urban land, parkland, grazing land, and farmland of local importance. Land in the immediate vicinity is zoned as residential or village commercial/residential. Residential development consists mostly of single-family homes, and planned growth is relatively low. Point Reyes Station has the largest commercial district in the study area. Many of the businesses serve the tourist industry and others that serve the local community and surrounding rural region.

None of the Build Alternatives would require displacements or full property acquisitions. The project would convert less than 0.01 acre of parkland (less than 1,000 square feet) to a transportation-related use for shoulder widening within Whitehouse Pool Park.. All Build Alternatives would require temporary construction easements (TCEs) on a portion of nine parcels. These properties could experience disrupted access, dust, and elevated noise levels, but this temporary use would not result in a change in land use designation. TCEs and property acquisition would comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Summary

The project is consistent with local, regional, and statewide plans and policies, and constructing the Build Alternatives would not induce growth or change regional development patterns. However, because of their scale, Alternatives 4a and 4b would not be consistent with the New Development and Land Use Policy 3a of the Marin County Local Coastal Program (Marin County 1981) and would have permanent adverse effects on community character and cohesion. Additionally, all Build Alternatives could create temporary noise, dust, and visual impacts that could temporarily affect community character and cohesion. Adjacent residents most affected by these factors may be temporarily relocated during construction. While some residents may be temporarily relocated during intense construction periods, this localized impact would not result in adverse effects on community character and cohesion. In terms of connectivity around the project area, Alternative 2b would take as long as 3 years to complete, but would maintain two-way vehicle, bicycle, and pedestrian traffic crossing across the Lagunitas Creek. Alternatives 2a, 3a, 4a, and 4b would result in less than 1 year of construction but would require a 2- to 3-week full closure of the Lagunitas Creek Bridge where access would require the use of a 9-mile detour. This closure would temporarily affect people who live and work in Point Reyes Station and emergency service, transit, and delivery services. Measures are proposed to avoid and minimize community character and cohesion impacts. Impacts to community cohesion and character from Alternatives 4a and 4b are significant and unavoidable.

The study area minority concentrations are lower than in the rest of Marin County, but the low-income population concentrations are higher. Most impacts would occur during construction, and no impacts would be predominantly borne by a minority or low-income population; the identified impacts would not be greater in magnitude than the impacts that would be experienced by the nonminority and non-low-income populations in the study area; and the project would not result in adverse impacts on cultural and social resources, especially important to minority and low-income populations. Additionally, the Build Alternatives would benefit the traveling public as a whole. Benefits would include a seismically safe bridge and improved safety for non-motorized travelers with the sidewalk and shoulder improvements. Based on these conclusions, no Build Alternatives would result in disproportionately high and adverse effects on minority or low-income populations.

None of the Build Alternatives would cause permanent economic effects to the study area. The temporary bridge closure under Alternatives 2a, 3a, 4a, and 4b could temporarily reduce tourism, especially to Point Reyes Station, and cause short-term

economic impacts; however, Alternative 2b would result in visual, noise, and dust impacts to the community for as long as 3 years. This may reduce tourism and influence shoppers in nearby or outside business centers, thus resulting in short-term reduction in business. Conversely, the construction activities and workers would likely increase purchase of food and lodging that would not otherwise be present in the region without the project. All adverse economic effects would be temporary; no long-term adverse effects to economics would result from any Build Alternative.

Chapter 1 Introduction

The California Department of Transportation (Caltrans) proposes to replace the Lagunitas Creek Bridge located on State Route 1 (SR 1) in Marin County at post mile (PM) 28.5, just south of the unincorporated community of Point Reyes Station (Figure 1-1). Caltrans is the lead agency for the Lagunitas Creek Bridge Project (project) under the National Environmental Policy Act and California Environmental Quality Act.

1.1 Purpose of the Study

This Community Impact Assessment (CIA) assesses the potential effects of the project on the local community and economy; includes a discussion of land use, parks and recreation, growth, community character and cohesion, community facilities, environmental justice, and the local economy; and analyzes the way the proposed project could impact these elements. Public involvement is described in Appendix A.

1.2 Project Description

1.2.1 Purpose and Need

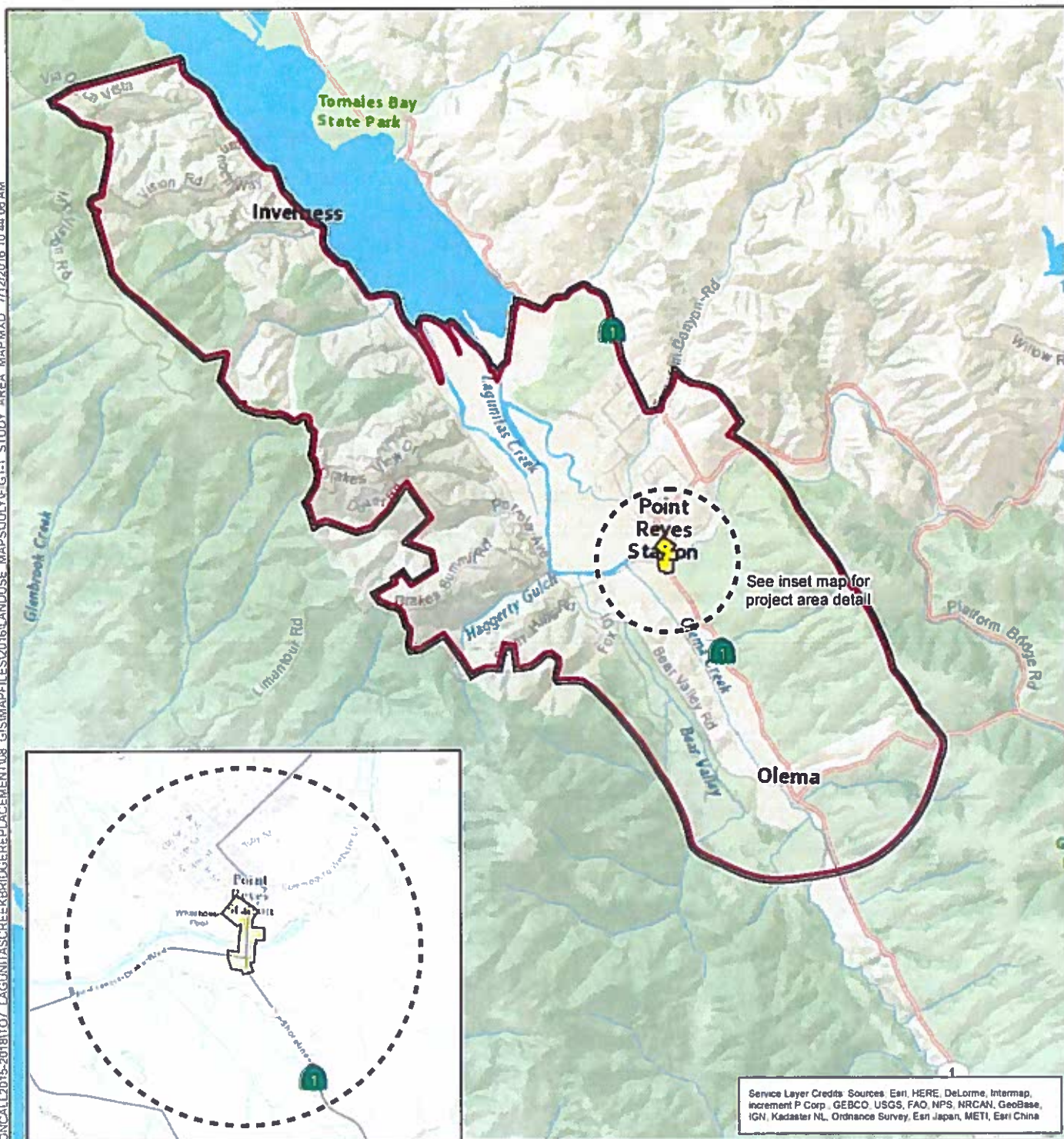
The project purpose is to provide a safe, seismically stable crossing of Lagunitas Creek on SR 1, in Marin County, California. The project need is to meet current seismic standards, meet the Americans with Disabilities Act (ADA) requirement of a 6-foot-wide sidewalk, and upgrade the bridge carrying capacity to safely accommodate modern truckloads. The existing bridge was built in 1929 and was designed to carry trucks much smaller (i.e., 15-ton trucks) than present day trucks (i.e., 36-ton trucks).

1.2.2 Project Alternatives

The project would replace the existing 152-foot-long, 34-foot-wide, three-span bridge on the same horizontal and vertical alignments. The existing bridge has 11-foot-wide lanes, 2-foot-wide shoulders, and a 3-foot-wide sidewalk.

1.2.2.1 NO-BUILD ALTERNATIVE

Under the No-Build Alternative (Alternative 1), the existing bridge would continue to operate with a substandard capacity for modern truck traffic. The bridge also would continue to deteriorate and could fail during a strong seismic event.



- LEGEND**
- Study Area
 - Project Area
 - Half-mile Radius

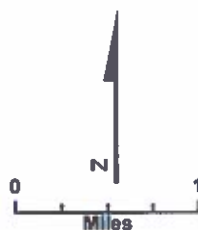


FIGURE 1-1
Study Area

State Route 1 Lagunitas Creek Bridge Project
EA 0G642, MRN-1 Post Mile 28.4 - 28.6
ID: 04-13000350
Marin County, California



1.2.2.2 BUILD ALTERNATIVES

Under all Build Alternatives, the proposed bridge would have 11-foot-wide northbound and southbound lanes, 5-foot-wide shoulders, and a 6-foot-wide sidewalk on the west side of the bridge that would be separated from the roadway with a barrier. The project would also lengthen the culvert and provide a 5-foot-wide shoulder on the west side of the bridge. The widening for the shoulder and the culvert extension would remain within the existing SR 1 right-of-way with the exception of a narrow partial acquisition inside the Whitehouse Pool Park, paralleling SR 1 to enable the widened shoulder for access between the bridge, trailhead, and community of Point Reyes Station. The area affected is less than 0.01 acre (less than 1,000 square feet).

The three bridge types under evaluation include a three-span bridge with a short steel-truss center span, a three-span concrete bridge, and a full-span steel truss bridge, as shown in Figure 1-2.

Two construction methods are being considered: conventional construction and accelerated bridge construction (ABC). Conventional construction methods would require up to 3 years for bridge completion. A temporary, 38-foot-wide two-lane detour bridge would be constructed east of the existing bridge; thus, full closure of SR 1 would not be required, but one-lane closures would be required during certain construction phases. The detour bridge would have a separate bicycle and pedestrian way on the east side of the bridge. Conventional construction would occur in three phases as follows:

- Year 1—Mobilizing and building the detour bridge
- Year 2—Removing existing bridge and preparing for new bridge placement (in-water activities would occur between June 1 through October 15)
- Year 3—Constructing the new bridge and removing the detour bridge

ABC methods would require less than 1 year with notable trade-offs, such as full closure of the Lagunitas Creek Bridge for 2 to 3 weeks. Under the ABC methods, bridge closure would occur during the dry season from June 1 through October 15. Two ABC construction methods are under consideration: longitudinal move-in and transverse slide-in.

Figure 1-2 Three Alternative Bridge Types under Environmental Review



Three-Span with Short Steel-Truss Bridge



Three-Span Concrete Bridge



Full-Span Steel-Truss Bridge

Under the ABC method, abutments and piers would be built outside of the existing bridge footprint to allow the existing bridge to remain open. Once the abutments and piers are in place and the precast or preassembled components of the bridge superstructure are ready, the existing bridge would be closed and traffic would be detoured. Construction crews would work 24 hours a day/7 days a week to remove the existing bridge and install the new bridge. Bridge closure would last from 7 to 21 days, depending on the bridge type and ABC method. During the closure, traffic would be detoured in a south-north direction beginning by turning east on Sir Francis Drake Boulevard and SR 1 in Olema, north on Platform Bridge Road, north on Point Reyes Petaluma Road, and north or south (depending the destination) onto SR 1. The detour would be approximately 9 miles through winding rural roads (Figure 1-3).

There are five Build Alternatives and one No-Build Alternative. When considering the combination of bridge types with possible construction methods, the five Build Alternatives are as follows:

- **Alternative 2a**—Three-span, steel-truss bridge, ABC, longitudinal move-in
- **Alternative 2b**—Three-span, steel-truss bridge, conventional construction (with detour bridge)
- **Alternative 3a**—Three-span, concrete bridge, ABC, longitudinal move-in
- **Alternative 4a**—Full-span, steel-truss bridge, ABC, longitudinal move-in
- **Alternative 4b**—Full-span, steel-truss bridge, ABC, transverse slide-in

Figures 1-4 through 1-8 show the project area and areas of permanent and temporary disturbance under each of the Build Alternatives, including the laydown yards.

Table 1-1 summarizes other key differences between the alternatives.

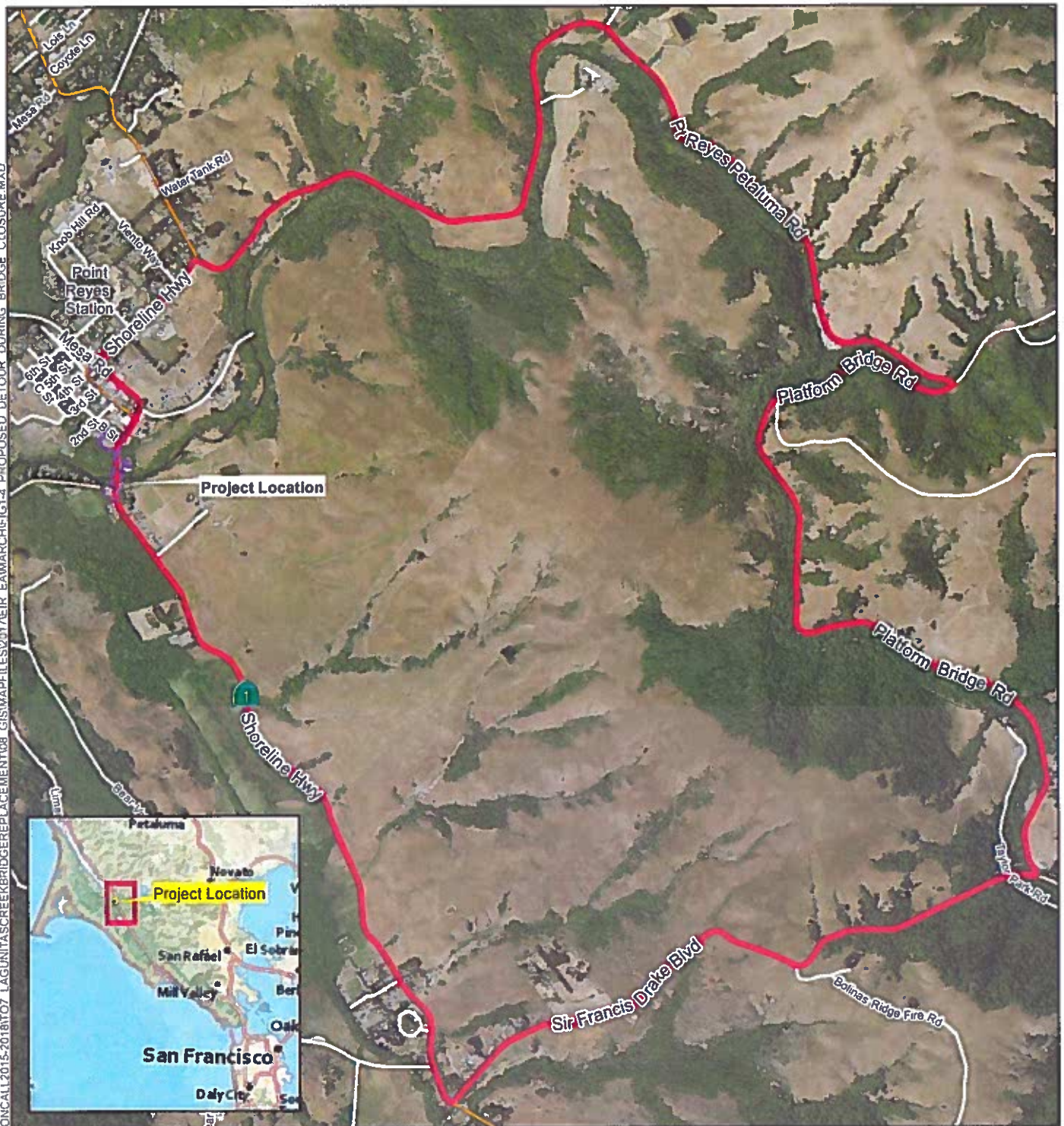
1.3 Methodology

This CIA conforms to the *Caltrans Standard Environmental Reference Environmental Handbook Volume 4: Community Impact Assessment* (Caltrans 2011).

1.3.1 Project Area and Study Area

The project area is the area that could be directly affected by project construction and operation, and it includes the permanent footprints of all Build Alternatives (i.e., the permanently affected areas) plus the construction footprint, including staging areas

BAOFFP01 C:\PROJ\CALTRANS\666239_D4\ENVCALL\2015-2018\TOZ LAGUNITAS CREEK BRIDGE REPLACEMENT\08 GIS\MAPFILES\2017\017 EAMARCH\FIG1-4 PROPOSED DETOUR DURING BRIDGE CLOSURE.MXD



LEGEND

-  Project Area
-  Proposed Detour During Bridge Closure
-  Highways
-  Major Roads
-  Local Traffic

Service Layer Credits: Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

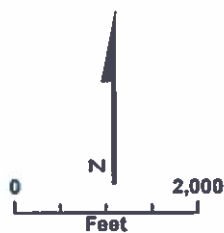
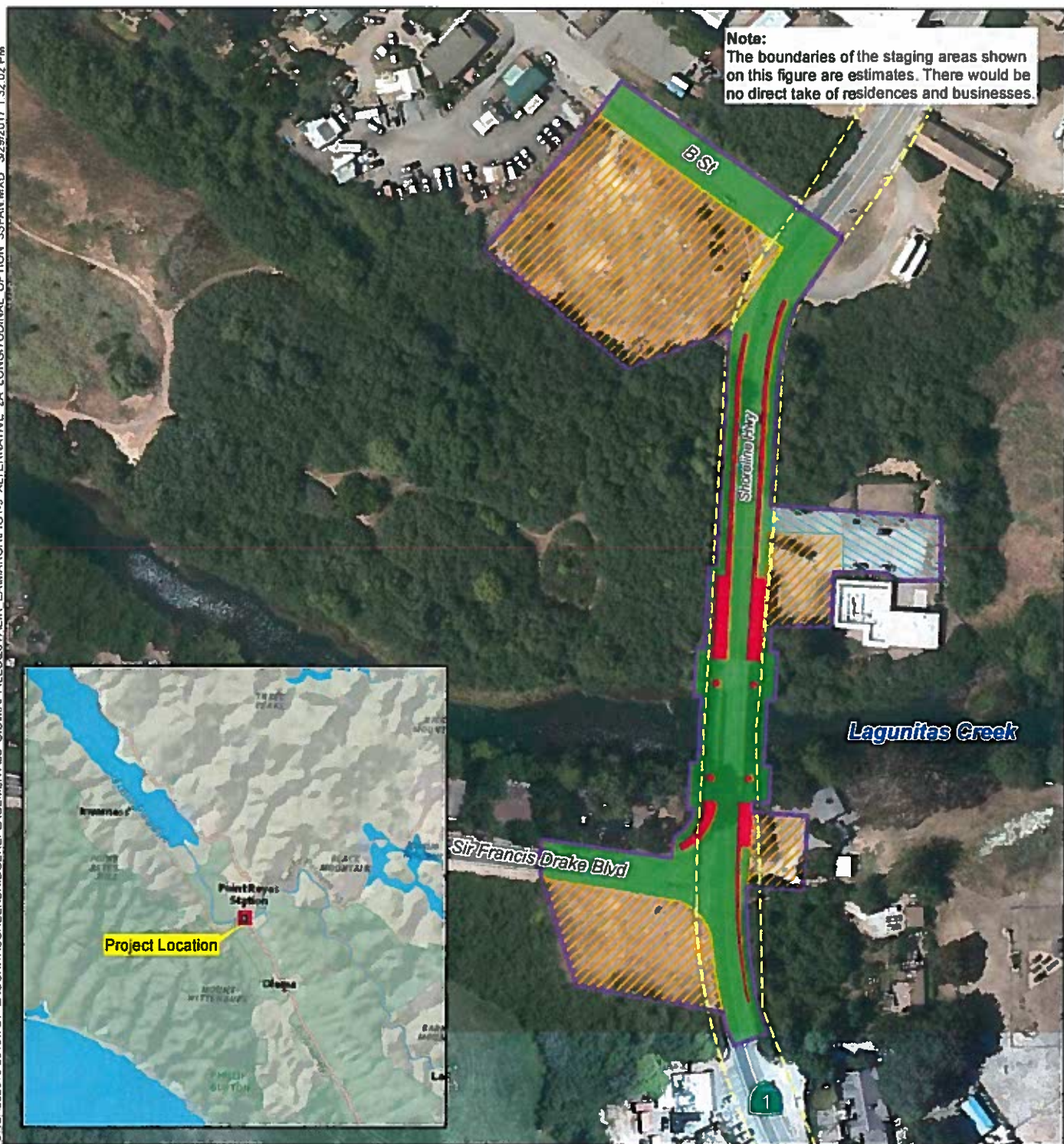


FIGURE 1-3 Proposed Detour During Bridge Closure

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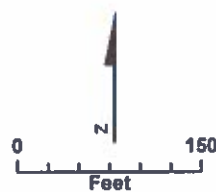
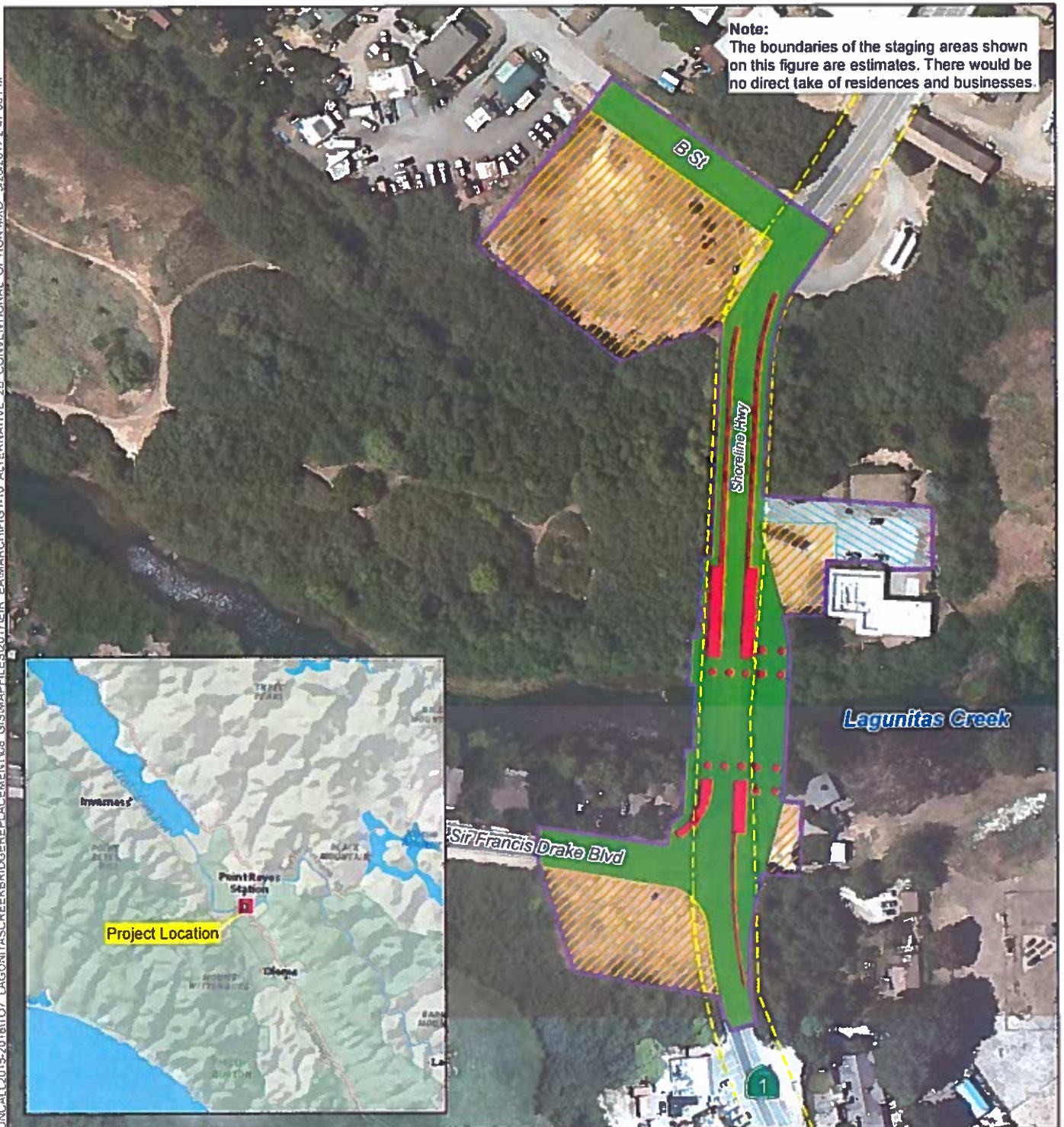


FIGURE 1-5
Alternative 2b
Project Impacts
Three-span, Short Steel-Truss
Bridge, Conventional Construction
State Route 1 Lagunitas Creek Bridge Project
EA 0G642, MRN-1 Post Mile 28.4 – 28.6
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Marin County, California





LEGEND

- Project Site
- Caltrans Right of Way

Impact Type

- Permanent Impact
- Temporary Impact
- Temporary Staging Area/Temporary Construction Easement
- Temporary Utility Relocation

Imagery Source: Marin County 2014
Service Layer Credits: Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp.

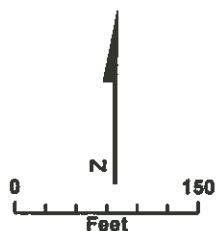
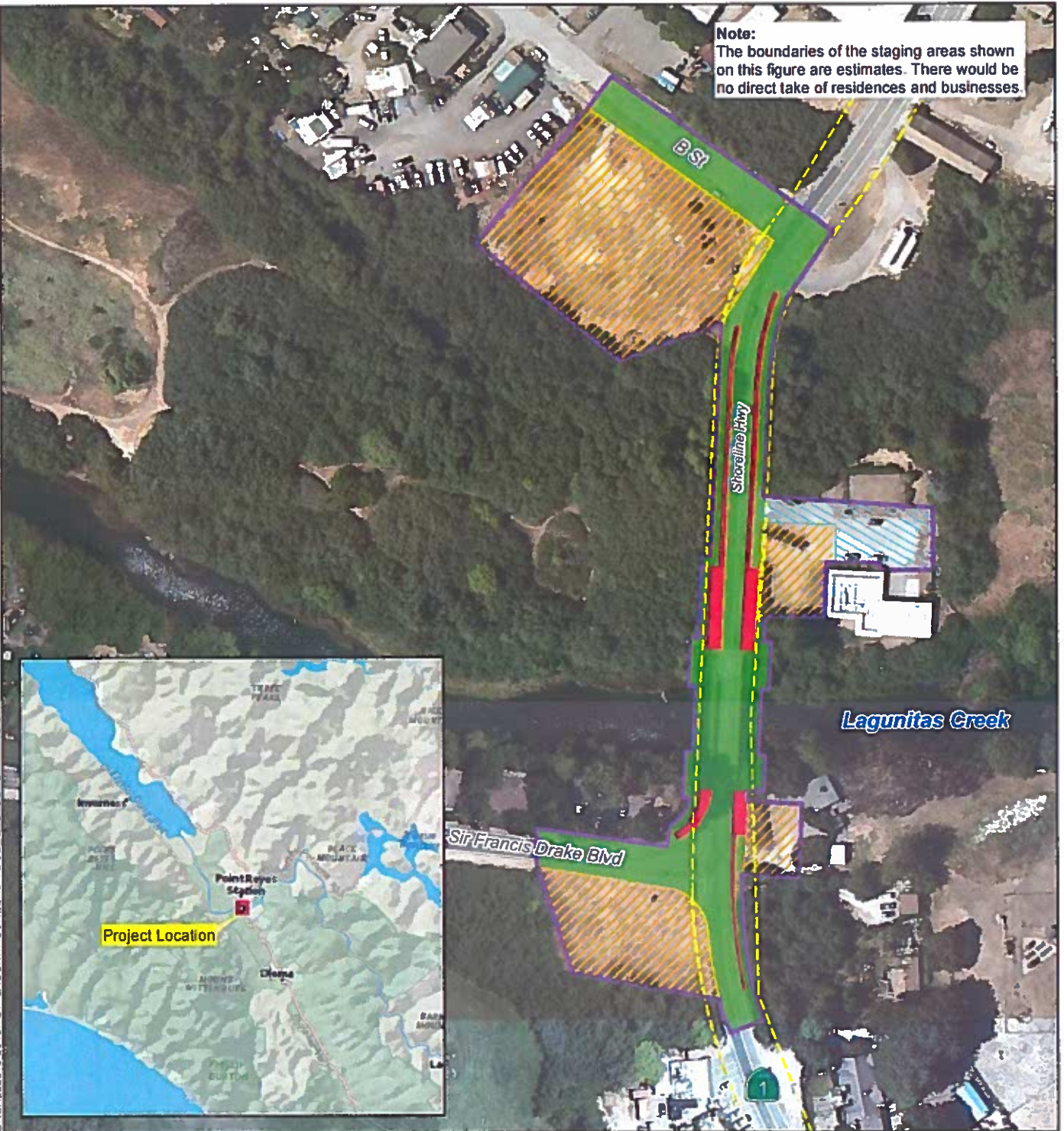


FIGURE 1-6
Alternative 3a
Project Impacts
Three-span Concrete Bridge, ABC,
Longitudinal Move-In

State Route 1 Lagunitas Creek Bridge Project
EA 0G642, MRN-1 Post Mile 28.4 – 28.6
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Marin County, California





LEGEND

- Project Site
- Caltrans Right of Way

Impact Type

- Permanent Impact
- Temporary Impact
- Temporary Staging Area/Temporary Construction Easement
- Temporary Utility Relocation

Imagery Source: Marin County 2014
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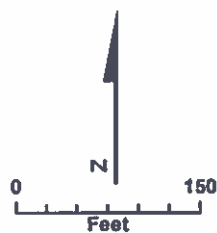
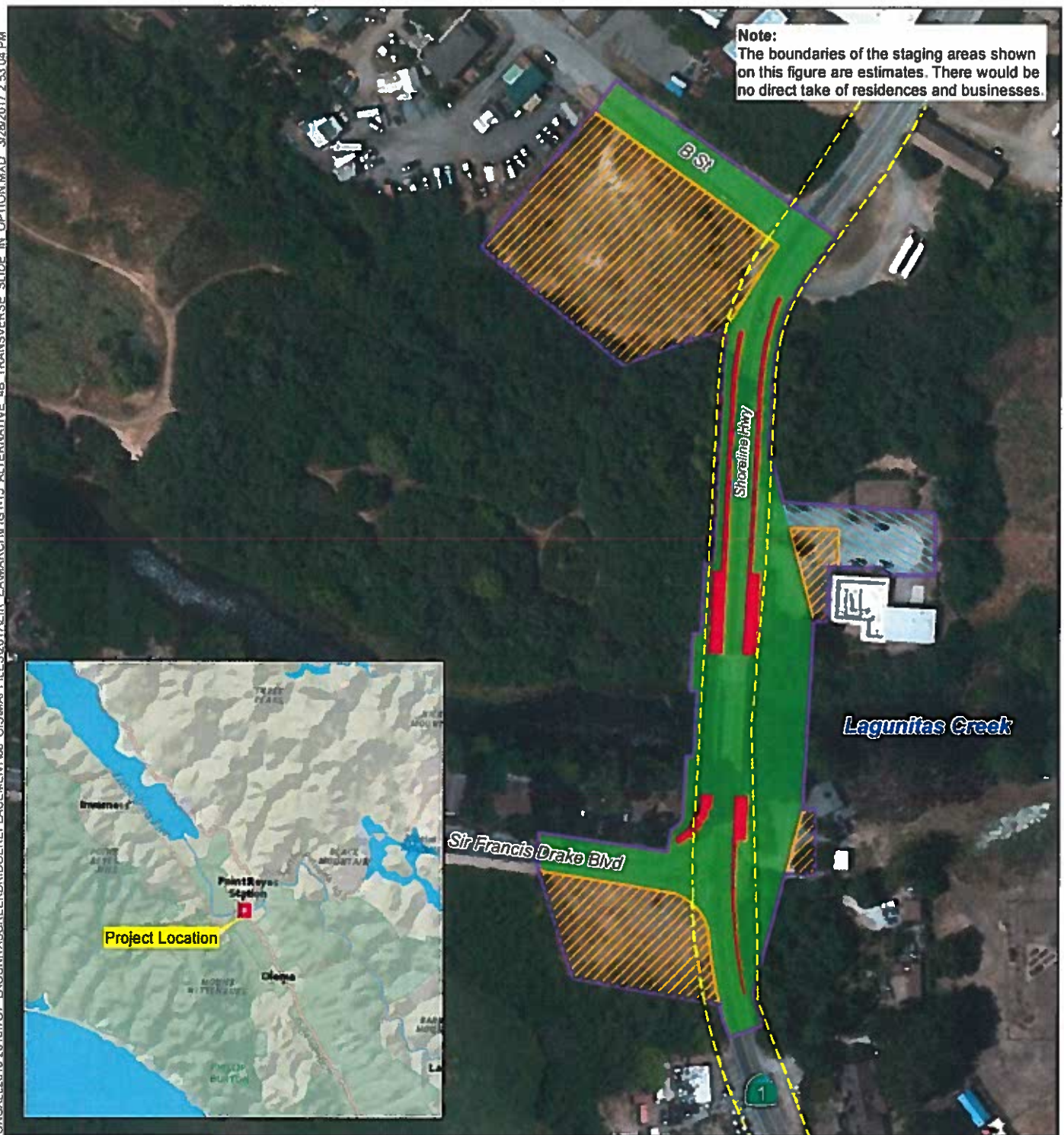


FIGURE 1-7
Alternative 4a
Project Impacts
Full-span Steel-Truss Bridge, ABC,
Longitudinal Move-In
State Route 1 Lagunitas Creek Bridge Project
EA 0G642, MRN-1 Post Mile 28.4 – 28.6
ID: 04-13000350
Marin County, California





LEGEND

- Project Site
- Caltrans Right of Way

Impact Type

- Permanent Impact
- Temporary Impact
- Temporary Staging Area/Temporary Construction Easement
- Temporary Utility Relocation

Imagery Source: Marin County 2014
Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
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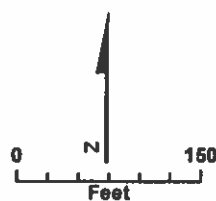


FIGURE 1-8
Alternative 4b
Project Impacts
Full-span Steel-Truss Bridge, ABC,
Transverse Slide-In
State Route 1 Lagunitas Creek Bridge Project
EA 0G642, MRN-1 Post Mile 28.4 – 28.6
ID: 04-13000350
Marin County, California



associated with all Build Alternatives (i.e., the temporarily affected areas; see Figure 1-1).

Table 1-1 Summary of Key Differences Among Alternatives

Alternative, Construction Method	Piers in the Water Channel ^a	Size of Staging and Construction Areas (acres) ^b	Height Above and Width at Roadway Surface (All dimensions are approximate) ^c
Alternative 1: No-Build ^d	2	No staging area necessary	Height: 7 feet Width: 34 feet
Alternative 2a: Three-span, steel-truss bridge, ABC, longitudinal move-in	2	2.50 acres	Height: 12-foot truss panels Width: 47 to 50 feet
Alternative 2b: Three-span, steel-truss bridge, conventional construction	2	2.61 acres	Height: 12-foot truss Width: 47 to 50 feet
Alternative 3a: Three-span, concrete bridge, ABC, longitudinal move-in	2	2.52 acres	Height: 2-foot barrier or faux truss (height may vary) Width: 43 to 45 feet, depending whether faux truss is added
Alternative 4a: Full-span, steel-truss bridge, ABC, longitudinal move-in	None	2.51 acres	Height: 21 to 30 feet with cross bars Width: 47 to 50 feet
Alternative 4b: Full-span, steel-truss bridge, ABC, transverse slide-in	None	2.81 acres	Height: 21 to 30 feet with cross bars Width: 47 to 50 feet

Notes:

^a Each pier includes two columns in the water and a pier cap connecting the columns upon which the superstructure is supported.

^b All dimensions are approximate.

^c Width includes travel lanes, shoulder, sidewalk, structural elements, and rail barriers.

^d The No-Build Alternative is included as a point of comparison

The study area is defined as the areas and nearby communities that have the most potential to be indirectly affected by the project during construction and operation (see Figure 1-1). These are generally within 5 miles of the project site and include the unincorporated communities of Olema, Point Reyes Station, Inverness Park, Inverness, and Seahaven..

1.3.2 Data Collection

Data were collected from a variety of sources for this CIA. Information on existing land use and community facilities were gathered using aerial photography and information from West Marin Chamber of Commerce, Marin County Community Development Agency, California Farmland Conservancy Program (California Department of Conservation 2012), the National Park Service (NPS 2104 and 2016),

and various local websites that provide information on parks and facilities. The existing land use and community data were verified during a field survey conducted on April 22, 2016.

1.3.3 Development of Community Profile and Impact Analysis

A summary of the social and economic characteristics of the communities that may be affected by the project is presented to describe the character of the community with respect to geography, demographics, institutions, neighborhood, groups and organizations, businesses, access and circulation, and public services and facilities. The profile provides an understanding of the community where the project would be located and the issues that concern the community.

Project impacts are analyzed with consideration of how the proposed project would affect the community. The impact analysis includes all project alternatives, including the No-Build Alternative. The impact analysis addresses both direct and indirect impacts. Noise, Transportation, Air Quality, and Visual Impacts technical reports were reviewed to determine impacts from these resources on the community.

Relevant local and regional planning documents and their goals, policies, and ordinances were reviewed for consistency with the project. Planned future land uses were obtained from the *Marin Countywide Plan* (Marin County 2007) and from the Marin County Zoning Ordinance (Marin County 2016a). General plan land use and zoning designations for the project area and study area were mapped using geographic information system data.

Demographic data were collected from the 2010 to 2014, 5-year American Community Survey (ACS) in terms of population, age, race, ethnicity, income, and households characteristics (U.S. Census Bureau 2014). The 5-year ACS was used because the data are more reliable than other ACS estimates and data are available at smaller geographies. The U.S. Census Block Group is the smallest geographic level for which the 5-year ACS data are available. The study area includes the following four U.S. Census Blocks Groups (see Figure 1-9):

- U.S. Census Block Group 1, Census Tract 1322
- U.S. Census Block Group 2, Census Tract 1322
- U.S. Census Block Group 3, Census Tract 1322
- U.S. Census Block Group 4, Census Tract 1330

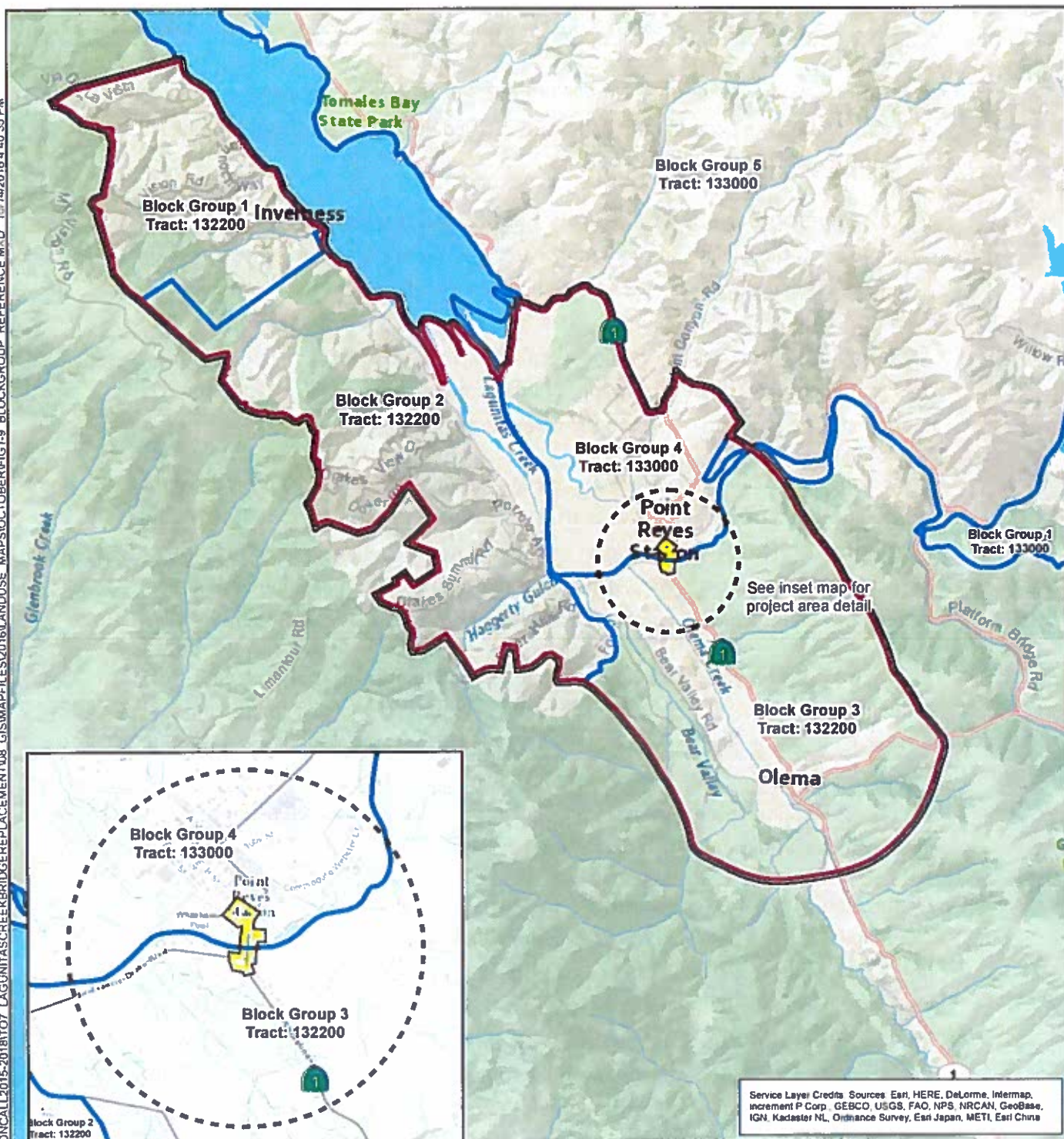


FIGURE 1-9
U.S. Census Block Groups
State Route 1 Lagunitas Creek Bridge Project
EA 0G642, MRN-1 Post Mile 28.4 - 28.6
ID: 04-13000350
Marin County, California

All U.S. Census Block Groups except Block Group 1, Census Tract 1330, are within the study area. However, the study area likely contains much of the population of this Census Block Group because most of this Census Block Group consists of the Point Reyes National Seashore, therefore, the population associated with this Census Block Group are likely to be located in the study area since very few residences are in the park boundaries.

Reference populations from Point Reyes Station Census-Designated Place (CDP), Marin County, and the State of California are used to illustrate regional context. Point Reyes Station CDP is equivalent to U.S. Census Block Group 4 (Tract 1330) plus some land further to the east.

Economic data were obtained from U.S. Census (2010), California Department of Finance (2015a and 2015b), and California Employment Development Department (CEDD 2015a and 2015b).

Chapter 2 Regulatory Framework

The following summarizes the laws, regulations, and executive orders (EO) that apply to the elements of this CIA.

2.1 Federal

2.1.1 Title VI of the Civil Rights Act

This legislation (42 United States Code [U.S.C.] Section 2000[d] et seq.) prohibits discrimination on the basis of race, color, national origin, age, sex, or disability in programs and activities receiving federal financial assistance.

2.1.2 Executive Order 12898

Executive Order (EO) 12898, known as the Federal Environmental Justice Policy, requires federal agencies to address, to the greatest extent practicable and permitted by law, the potential disproportionately high, adverse human health and environmental impacts of their programs, policies, and activities on minority and low-income populations. Federal agency responsibilities under this EO also apply to Native American programs.

2.1.3 Executive Order 13166

This EO requires each federal agency to ensure that recipients of federal financial assistance provide meaningful access to their programs and activities by limited English proficiency (LEP) applicants and beneficiaries.

2.1.4 Americans with Disabilities Act

This act (42 U.S.C. Sections 12101 to 12213) prohibits, under certain circumstances, discrimination based on disability.

2.1.5 Uniform Relocation Assistance and Real Property Acquisition Policies Act

This act (42 U.S.C. Chapter 61), as amended, ensures that persons displaced as a result of a federal action or by an undertaking involving federal funds are treated fairly, consistently, and equitably. This helps to ensure persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

2.1.6 U.S. Department of Transportation Order 5610.2(a)

This order was issued to comply with EO 12898. The policy of the U.S. Department of Transportation (DOT) Order is to promote the principles of environmental justice in all DOT programs. The DOT Order defines environmental justice to mean an adverse impact that is predominantly borne by a minority population and/or a low-income population or that would be suffered by the minority population and/or low-income population, and that is appreciably more severe or greater in magnitude than would be suffered by the nonminority population and/or non-low-income population (DOT Order 5610.2(a), Appendix Definitions, sub. [g]).

2.2 State

2.2.1 California Government Code Section 65040.12(e)

Government Code Section 65040.12(e) defines environmental justice as “the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.”

2.2.2 California Relocation Act (Government Code Section 7260 et seq.)

In parallel with the federal law, the California Relocation Assistance Act ensures that persons displaced as a result of a federal action receive assistance and benefits to displaced persons as a result of projects undertaken by state and local agencies that do not involve federal funds.

2.3 Local

The following regional and local plans and policies were identified and reviewed as part of the land use analysis for this CIA:

- *Marin Countywide Plan* (Marin County 2007)
- *Marin County Local Coastal Program, Unit 2* (Marin County 1981)
- *Point Reyes Station Community Plan* (Marin County 2001)
- *Plan Bay Area: Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area 2013 to 2040* (Association of Bay Area Governments [ABAG] and Metropolitan Transportation Commission [MTC] 2013)

Chapter 3 Affected Environment

3.1 Land Use

3.1.1 Existing Land Use

3.1.1.1 STUDY AREA

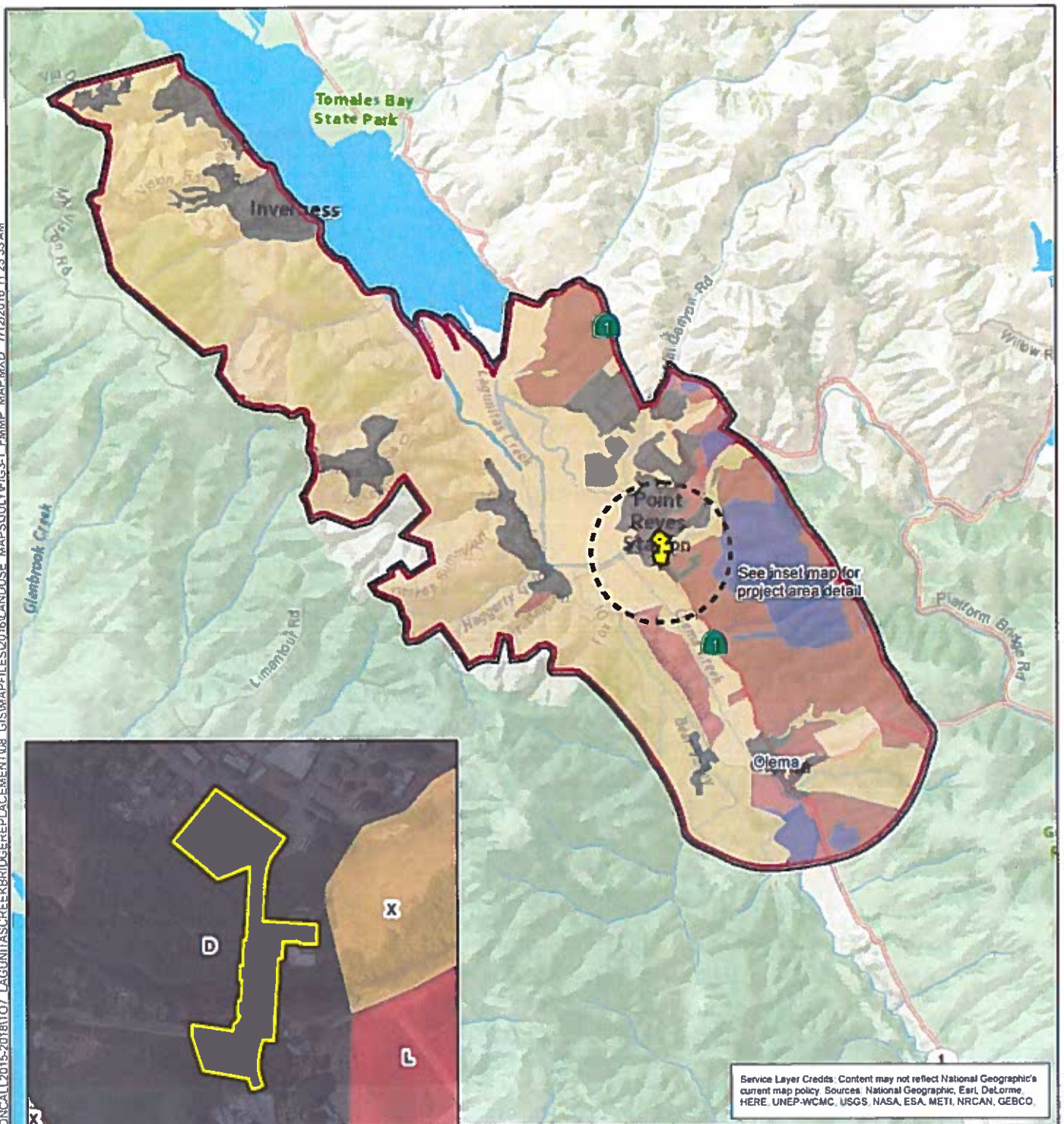
The study area (as defined in Section 1.3.1) is located along SR 1 and Sir Francis Drake Boulevard in western Marin County, California, and contains scenic farmlands, grazing lands, and the rural communities of Olema, Point Reyes Station, Inverness Park, Inverness, and Seahaven (see Figure 1-1). The study area also contains nationally and regionally known parks such as Point Reyes National Seashore, Tomales Bay State Park, Tomales Bay Ecological Preserve, and Golden Gate National Recreational Area. The study area receives at least 2.5 million visitors each year (NPS 2016).

The study area contains land classified as built-up/urban land (974 acres), grazing land (555 acres), and farmland of local importance (1,355 acres) (see Figure 3-1). Farmland of local importance in the study area includes small-scale organic farming and vineyards. Much of the land in the study area is parkland, which is discussed in Section 3.2. Except for a few small apartment buildings and senior housing, residential development is low density and consists of single-family homes.

3.1.1.2 PROJECT AREA

The project area (as defined in Section 1.3.1) is located on SR 1 just south of Point Reyes Station, and it includes the existing Lagunitas Creek Bridge and extends approximately 0.1 mile to the north and 0.05 mile to the south of the bridge on SR 1. The project area is classified entirely as built-up or urban land by the California Department of Conservation (2012) and contains no farmland or timberland (see Figure 3-1). Land use in the project area and immediate vicinity is zoned residential or village commercial/residential (see Figure 3-2) (Marin County 2007). Land use west of the project area is generally undeveloped except for Marin Sun Farms Restaurant just southwest of the bridge and a few small businesses and single-family homes along Sir Francis Drake Boulevard. East of the project area are a few small businesses and several single family homes fronting along SR 1.

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LEGEND

- Study Area
- Project Area
- Half-mile Radius
- FMMP Category**
- Built Up/Urban Land (D)
- Grazing Land (G)
- Farmland of Local Importance (L)
- Other Land (X)

California Department of Conservation, 2012

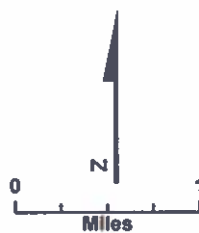
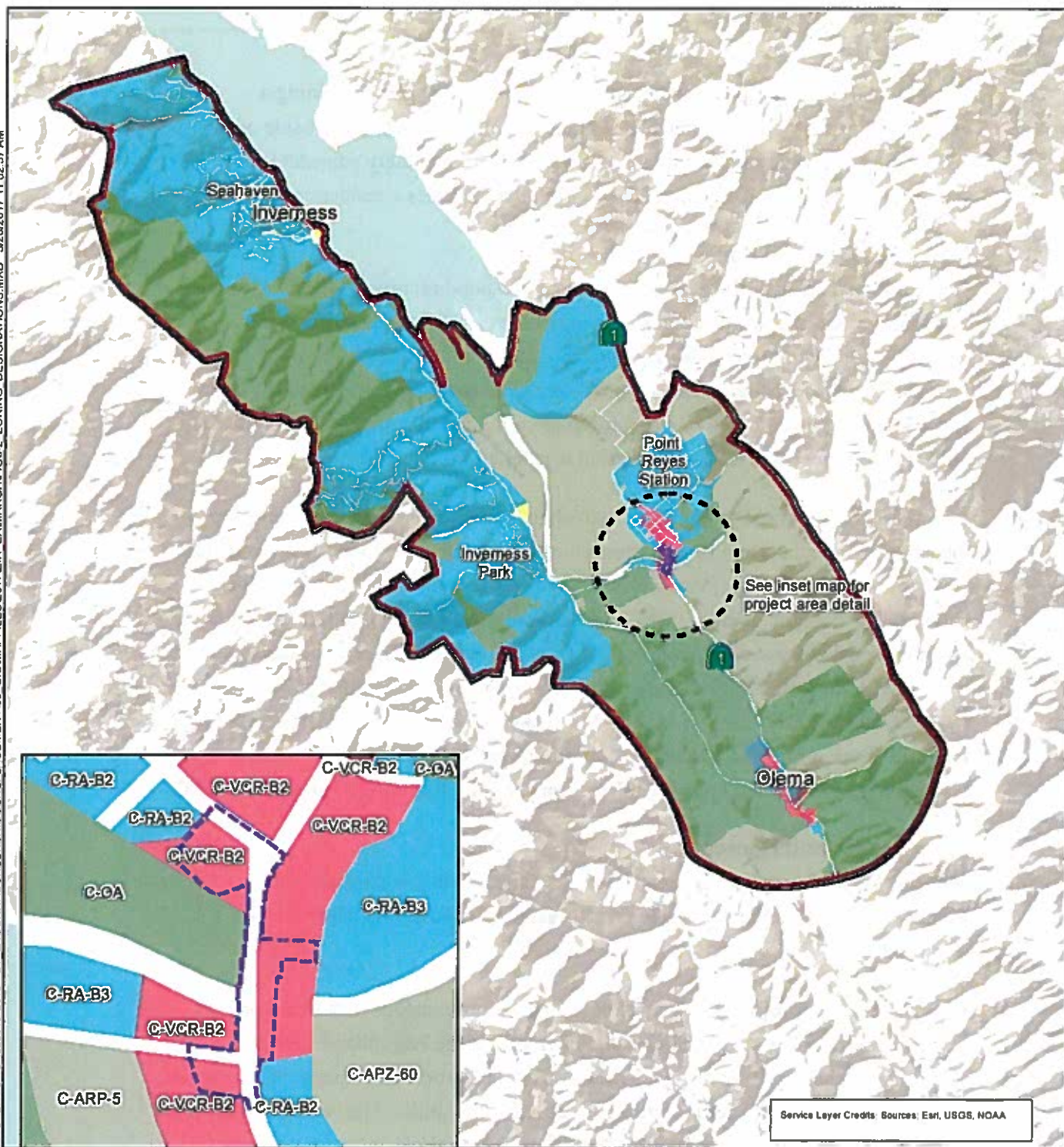


FIGURE 3-1
Farmland

State Route 1 Lagunitas Creek Bridge Project
EA 0G642, MRN-1 Post Mile 28.4 - 28.6
ID: 04-13000350
Marin County, California



Service Layer Credits: Sources: Esri, USGS, NOAA

LEGEND

- Study Area
- Project Area
- Half-mile Radius

Zoning Description

- Agriculture (APZ, ARP, A40/A60)
- Open Area (OA)
- Planned Commercial (C-CP)
- Residential (C-RA-B2/B3, C-RMPC, C-RMP, C-R1, C-RSP, C-VCR)
- Resort and Commercial Recreation (C-RCR)
- Village Commercial/Residential (C-VCR-B2)

Reference: Marin County Code of Ordinances (Marin County 2016a)

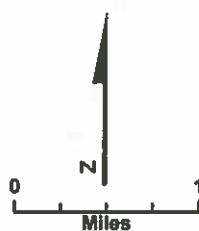


FIGURE 3-2

Zoning Designations

State Route 1 Lagunitas Creek Bridge Project
EA 0G642, MRN-1 Post Mile 28.4 – 28.6
ID: 04-13000350
Marin County, California

Partially within the northeast end of the project area is a parcel containing a veterinary hospital with one attached residential unit. On the southeast side of the project area is a driveway serving three residences. Immediately adjacent to the southwest side of the project area is a law firm that includes a residential unit.

3.1.2 Future Land Use

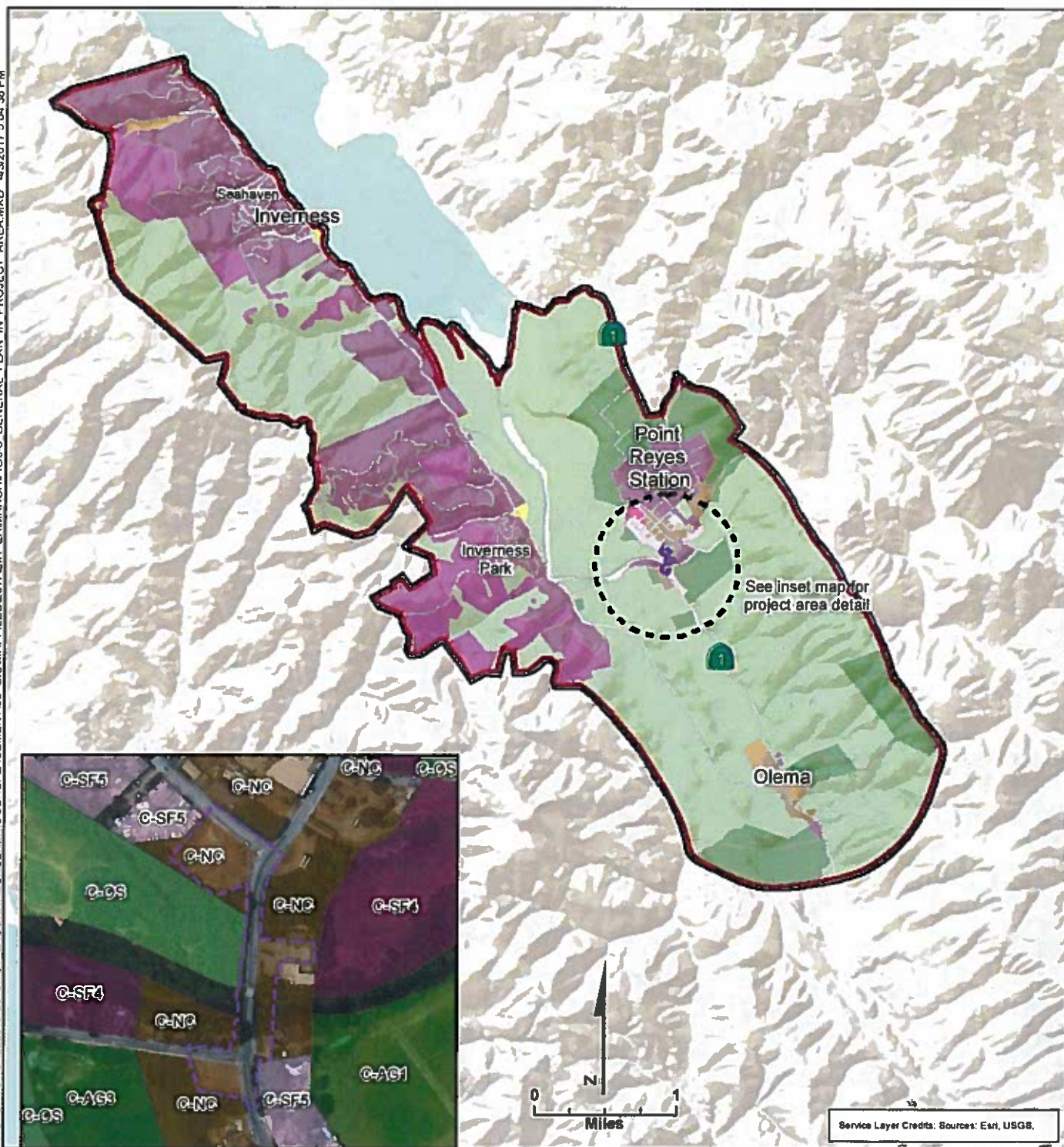
General Plan designations for the study area correspond relatively closely to zoning designations and are mostly open space, agriculture, and low-density or rural residential with commercial designations in a few small areas (see Figure 3-3). General Plan land use designations show somewhat more land designated as open space rather than residential or agricultural as compared to zoning designations. This indicates that increased land conservation is planned for the study area.

Planned growth in the study area is relatively low. No planned developments are in the study area, and current projects consist only of expansions to existing residences and commercial buildings (Marin County 2016b). According to the Point Reyes Community Plan, the goal for growth is to accommodate increased tourism without changing local character or quality of life (Marin County 2001). Historically, annual growth in Point Reyes Station was approximately 10 dwelling units per year (Marin County 2001). The ABAG and MTC regional growth strategy is to preserve the rural character of small North Bay communities, such as the study area, by concentrating population into inner Bay Area communities (ABAG and MTC 2013).

3.1.3 Parks and Recreation

Much of the land in the study area and project area vicinity is parkland (see Figure 3-4). Parks in the study area are discussed as follows and described in Table 3-1:

- **Whitehouse Pool Park**—This park is located immediately west of the project area and consists of two parcels on either side of the Lagunitas Creek that primarily serves local residents (Marin County 2016c). The eastern park parcel is approximately 10.5 acres with 4,167 feet of hiking trails. The western park parcel approximately 12.5 acres with 2,763 feet of hiking trails. A parking lot off Sir Francis Drake Boulevard, provides access to the park and creek.
- **Point Reyes National Seashore**—Located south and west of the project area, but not adjacent to the project area, is a nationally known park established in 1962 by former President John F. Kennedy. This park is the major destination for visitors to the study area and received 2.5 million visitors in 2015 (NPS 2016).



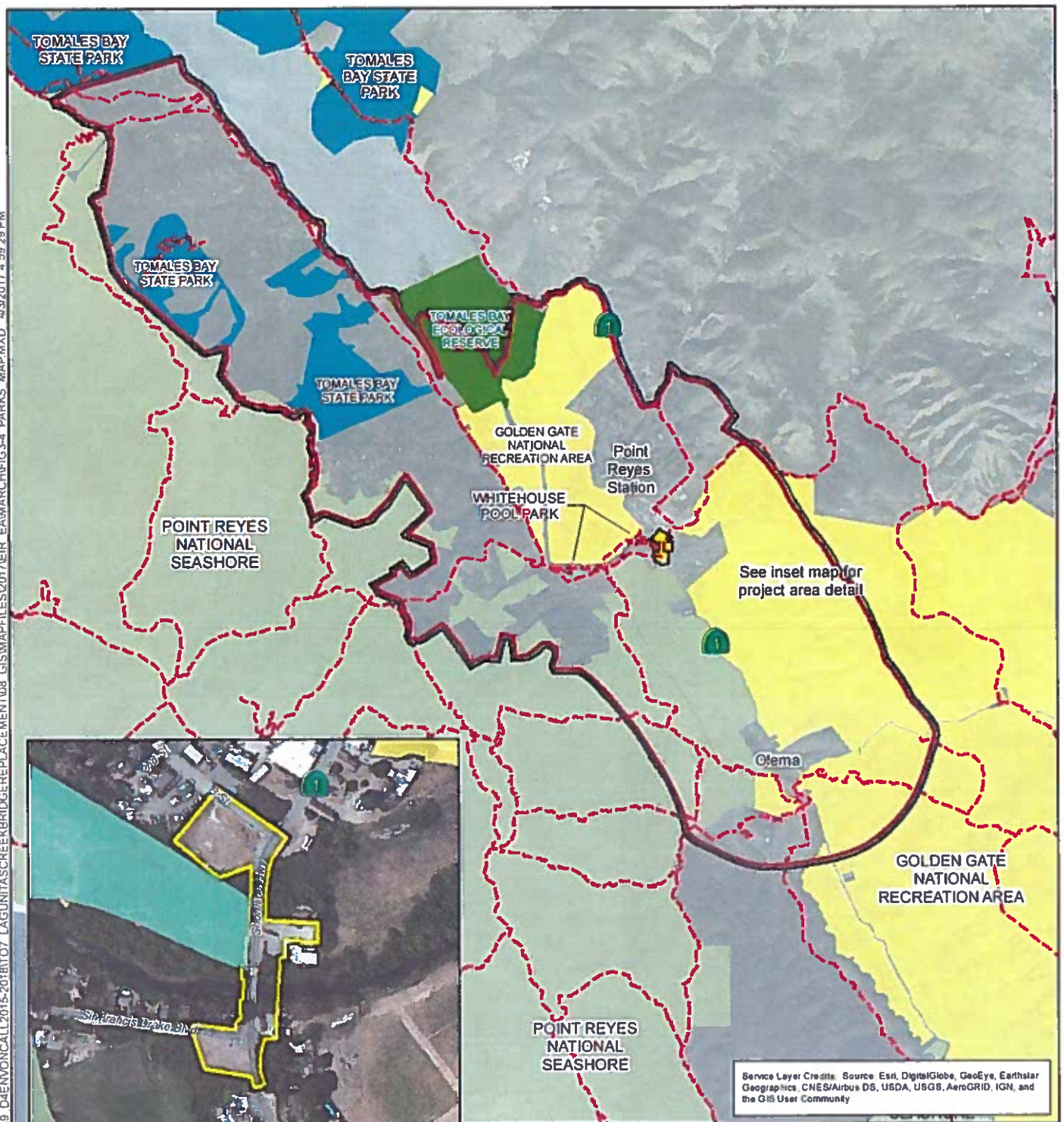
LEGEND

- | | | | |
|---------------------|--|--|---|
| | Study Area | | Neighborhood Commercial/Mixed Use (C-NC) |
| | Project Area | | Low Density Residential (C-SF5, C-MF2) |
| | Half-mile Radius | | Low to Medium Density Residential (C-MF3) |
| General Plan | | | Very Low Density Residential (C-SF2) |
| | Agriculture and Conservation (AG1, AG2, AG3, C-AG1, C-AG3) | | Rural Residential (C-SF3, C-SF4, C-PR) |
| | General Commercial (C-GC) | | Open Space (C-OS, OS) |
| | Recreational Commercial (C-RC) | | |

Reference: Marin Countywide Plan (Marin County 2007)



FIGURE 3-3
General Plan Land Use Designations
 State Route 1 Lagunitas Creek Bridge Project
 EA 0G642, MRN-1 Post Mile 28.4 – 28.6
 ID: 04-13000350
 Marin County, California



LEGEND

- Study Area
- Project Area
- Trails

Parks

- Golden Gate National Recreation Area
- Point Reyes National Seashore
- Tomales Bay Ecological Reserve
- Tomales Bay State Park
- Whitehouse Pool Park

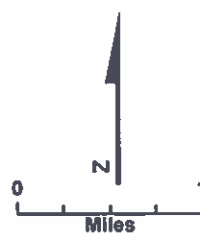


FIGURE 3-4

Parks in Project Vicinity

State Route 1 Lagunitas Creek Bridge Project

EA 0G642, MRN-1 Post Mile 28.4 – 28.6

ID: 04-13000350

Marin County, California

- **Golden Gate National Recreation Area**—Located east, south, and immediately west of the project area, this park is not one continuous locale, but rather a collection of areas that stretch from southern San Mateo County to northern Marin County, and includes several areas of San Francisco.
- **Tomales Bay State Park**—Located about 3 miles north of the project area on either side of Tomales Bay, this park is a popular regional destination for sea kayaking, hiking, and birdwatching. The park includes forests, beaches, field, hills, meadows, and marshes and one of the remaining groves of Bishop pine in California.
- **Tomales Bay Ecological Reserve**—This is a salt marsh and tidal flats located at the south end of Tomales Bay and the mouth of Lagunitas Creek. Wildlife includes various waterfowl and shorebirds and fish species such as striped bass, flatfishes, sculpin, surf perch, walleye, salmon, and steelhead (California Department of Fish and Wildlife [CDFW] 2016).

Table 3-1 Parks Partially or Fully within Study Area

Name	Agency	Size	Facilities	Activities
Whitehouse Pool Park	CDFW and Marin County	22 acres (fully within study area)	Day use facilities only; hiking trails. Picnic tables, boat launch	Wildlife viewing, boating, picnicking, hiking
Point Reyes National Seashore	National Park Service (NPS)	71,000 acres (partially within study area)	hiking trails, 3 visitor centers, campgrounds, picnic tables	Hiking, kayaking, whale watching, horseback riding, backcountry camping, picnicking, fishing
Golden Gate National Recreation Area	NPS	80,000 acres (partially within study area)	In and near study area hiking trails only	Hiking, wildlife viewing
Tomales Bay State Park	California Department of Parks and Recreation	2,000 acres (partially within study area)	Day use facilities only; hiking trails. Picnic tables, boat launch	Kayaking, hiking, swimming, picnicking, birdwatching
Tomales Bay Ecological Reserve	California Department of Fish and Wildlife (CDFW)	482 Acres (fully within study area)	Day use facilities only; hiking trails. Picnic tables, boat launch	Kayaking, hiking, picnicking, birdwatching, fishing, hunting

Source: NPS (2014 and 2016); California Department of Parks and Recreation (2016); CDFW (2016); Marin County (2016c).

3.1.4 Adopted Plans and Policies

This section lists applicable local and regional plans. Policies and objectives relevant to the project are evaluated for consistency with project alternatives in Section 4.1.2.

3.1.4.1 REGIONAL TRANSPORTATION PLAN

Plan Bay Area: Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area 2013 to 2040 (ABAG and MTC 2013) charts a course for accommodating growth while fostering an innovative, prosperous, and competitive economy; preserving a healthy and safe environment; and allowing all Bay Area residents to share the benefits of vibrant, sustainable communities connected by an efficient and well-maintained transportation network.

3.1.4.2 GENERAL PLAN

The *Marin Countywide Plan* guides the conservation and development of Marin County (Marin County 2007). The plan focuses on balancing environmental protection with the needs of present and future residents for housing, jobs, and recreation and on the need for transportation options to reduce dependence on automobile use. The latest version of the plan, adopted in 2007, reflects the theme of planning sustainable communities. This plan addresses such social equity and cultural issues such as public health, environmental justice, child care, the economy, and arts and culture.

3.1.4.3 SPECIFIC PLAN

The *Point Reyes Station Community Plan* is a guide for future planning decisions in Point Reyes Station (Marin County 2001). This plan was prepared based on the conditions, issues, and values prevailing locally, as determined by the community. The plan reflects the desire of the community to sustain the traditional character of Point Reyes Station as the commercial hub for rural West Marin and as a place of fulltime residence for people preferring a predominantly rural life style.

3.1.4.4 COASTAL PLAN

The *Marin County Local Coastal Program* (LCP) document covers Unit 2 of Marin County's coastal zone, the coastal area from Olema north to the Sonoma Marin County border (Marin County 1981). The LCP is a land use plan for Marin County's coast to guide its future development and to assure that coastal resources are properly used and protected. LCP preparation was mandated by the California Coastal Act of 1976, which established a statewide coastal management program under one state and six regional commissions.

3.2 Community Characteristics

The following sections discuss characteristics of the communities within the study area, including demographic and housing, economic, community facilities, and community character and cohesion.

3.2.1 Demographic and Housing Characteristics

This section provides demographic data for the study area and the reference areas of Point Reyes Station CDP and Marin County and includes age, minority and ethnic populations, income, and household characteristics. Historical and projected populations for the Marin County and California are shown in Table 3-2. Marin County is projected to grow at a lower rate than California in the 25-year period from 2010 to 2035. Historically, Marin County has grown at a slower rate than the state. As is shown in Table 3-3, within Marin County, the fastest-growing areas are the cities of Sausalito and Larkspur. They are located in the southern and southeastern part of the county, respectively, and both provide commuter ferry service to downtown San Francisco. These two areas had double the population growth from 2014 to 2015 compared to the rest of the county.

Table 3-2 Regional Historical and Projected Populations

Area	2010	2015	2035	Change in Population 2010 to 2035	Average Annual Growth (2010 to 2035)
Marin County	252,937	258,972	265,840	5%	0.2%
California	37,341,978	38,896,969	45,747,645	23%	0.9%

Source: California Department of Finance (2015a).

Table 3-3 Marin County and Cities Population Estimates, 2014 and 2015

	2014	2015	Percent Change
Marin County	257,153	258,972	0.7
Corte Madera	9,432	9,491	0.6
Larkspur	12,167	12,347	1.5
Mill Valley	14,333	14,439	0.7
Novato	53,241	53,575	0.6
San Rafael	58,863	59,214	0.6
Sausalito	7,214	7,300	1.2
Total Incorporated County Areas	68,019	68,488	0.7

Source: California Department of Finance (2015b).

As shown in Table 3-4, the study area contains a lower percentage of children compared with the Point Reyes Station CDP and Marin County. The study area and Point Reyes Station CDP have a similar concentration of population over 65 with both areas being higher than Marin County.

Table 3-4 Population and Age

Area	Total Population	Under 18	Over 65	Median Age
Study Area	2,665	9%	29%	54.5
Point Reyes Station, CDP	848	14%	32%	46.7
Marin County	256,802	21%	18%	45.1

Source: U.S. Census Bureau (2014).

Table 3-5 provides information on minority populations in the study area. For all areas, most of the population is white (non-minority). The highest concentrations of minority population are Hispanic or Latino. Table 3-5 also provides information on limited English proficiency (LEP), which can be an additional indicator of the presence of minority populations. Overall, all areas have a low percentage of the population considered LEP. The primary language other than English is Spanish.

Table 3-5 Minority Populations

Area	Non-Minority Population (percent)	Minority Population (percent)				Limited English Proficiency (percent)
	White Alone	Hispanic or Latino	African American	Asian	Others	
Study Area	78	17	2	1	2	3
Point Reyes Station CDP	70	28	0	2	0	0
Marin County	72	16	3	6	0.01	4

Source: U.S. Census Bureau (2014).

As shown in Table 3-6, when compared with the larger area of Marin County, the study area has a lower average household size and higher percentage of householders living alone. When compared with the data in Table 3-4, the data may suggest a large portion of the population over 65 lives alone.

Table 3-6 Households

Area	Number of Households	Average Size	Family Households (percent)			Householder Living Alone (percent)
			Family Households	Married Couple	Female Head	
Study Area	1,307	2.1	47	40	3	44
Point Reyes Station CDP	409	2.1	45	40	2	50
Marin County	103,034	2.4	62	50	9	31

Note:

"Households" in this data set refers to occupied households, not all housing units.

Source: U.S. Census Bureau (2014).

As shown in Table 3-7, the study area has a lower median household income and a higher percentage that would be considered low-income when compared to Marin County.

Table 3-7 Household Income and Poverty Status

Area	Median Household Income	Below Poverty Level (percent)	Households with No Vehicle Available (percent)
Study Area	\$50,452	17	4
Point Reyes Station CDP	\$36,597	15	8
Marin County	\$91,529	9	5

Source: U.S. Census Bureau (2014).

As shown in Table 3-8 both the study area and Point Reyes Station CDP have greater percentages of those who rent versus own. The study area also has a high percent of homes that are considered vacant.

Table 3-8 Housing Ownership

Area	Total Housing Units	Owner-Occupied Housing	Renter-Occupied Housing	Vacant Units
Study Area	1,307	49%	51%	40%
Point Reyes Station CDP	409	44%	56%	18%
Marin County	103,034	63%	37%	8%

Source: U.S. Census Bureau (2014).

Table 3-9 provides information on the vacant houses, and in the study area the majority are for seasonal, recreational, or occasional use. The high percentage is consistent with the tourist nature of the study area and could indicate a number are rental properties for tourists. It likely also indicates that some homeowners are seasonal or occasional, rather than full-time residents of the study area.

Table 3-9 Status of Vacant Housing Units

Area	Total Vacant Units	For Rent (percent)	For Sale (percent)	For Seasonal/Recreational/Occasional Use (percent)	Other Vacant Units (percent)
Study Area	517	3	5	66	20
Point Reyes Station CDP	74	0	0	47	45
Marin County	8635	14	6	35	34

Source: U.S. Census Bureau (2014).

Except for a few small apartment buildings and senior citizen facility in Point Reyes Station, housing in the study area is mostly single family. Lot sizes outside of the community centers are large. The age, size, and architecture of homes is diverse. Historically, the trend in the study area has been to build bigger, costlier houses (Marin County 2001). Median home price in the study area is estimated to be \$900,000 (U.S. Census Bureau 2014) or \$1,000,000 (Zillow 2016).

3.2.2 Economic Characteristics

3.2.2.1 REGIONAL CONTEXT

Marin County is one of nine counties of the San Francisco Bay Area and is a significant contributor to the Bay Area economy. Almost one-third of Marin County's workforce commutes to jobs in San Francisco County (U.S. Census Bureau 2010). Most of the rest of the workforce works within Marin County. The major industries of Marin County are similar to those of the Bay Area as a whole: education and health services; professional and business services; trade, transportation, and utilities; government; and leisure and hospitality (see Table 3-10). Data specific to the study area are not available. Major employers are all outside of the study area and include higher education (College of Marin and Dominican University), healthcare (Kaiser Permanente, Managed Health Network, Novato Community Hospital, and Sutter Health), and technology and pharmaceutical companies (Autodesk, Inc., Bio Marin Pharmaceutical Inc., and Lucas Licensing) (CEDD 2015a).

The study area and Marin County as a whole have lower unemployment rates than that of the state of California. Table 3-11 provides information on the labor force characteristics for Marin County. Marin County has had lower unemployment than the state as a whole for at least the past 20 years.

**Table 3-10 San Rafael Metropolitan District/ Marin County—
Employment by Industry**

Industry	2000	2010	2015
Farm	500	500	300
Construction and Manufacturing	10,700	7,000	10,400
Trade, Transportation, and Utilities	20,400	16,800	18,300
Information	5,000	2,100	2,600
Financial Activities	10,000	6,900	6,400
Professional and Business Services	18,700	18,400	18,700
Educational and Health Services	13,000	17,300	20,200
Leisure and Hospitality	9,700	12,200	15,400
Other Services	4,600	5,000	5,300
Government (Federal, State, and Local)	15,100	15,000	15,700
Total	107,700	101,200	113,300

Source: CEDD (2015a).

Table 3-11 Labor Force and Unemployment Rates

Area Name	Labor Force	Number Employed	Unemployment Number	Rate
Marin County	141,900	137,300	4,600	3.2%
Point Reyes Station CDP ^a	500	500	0	2.1%
Inverness CDP ^a	1,000	1,000	0	0.7%
Novato City	29,600	28,700	900	3.2%
San Rafael City	33,200	32,100	1,100	3.4%

^a CDP is "Census-Designated Place," a recognized community that was unincorporated at the time of the 2013 Census.

Source: CEDD (2015a).

3.2.2.2 STUDY AREA

The study area is located in a rural part of Marin County, characterized by small towns and scenic landscapes, and the economy is largely oriented toward tourism with regionally and nationally known park and recreation destinations nearby such as Point Reyes National Seashore, Tomales Bay State Park, and Muir Woods National Monument (approximately 30 miles to the southeast). Visitors to this area are at least 2.5 million per year (NPS 2016).

Point Reyes Station has the largest commercial district and number of businesses serving the tourist market, including bed and breakfasts, small inns, cafés, restaurants, ice cream shops, and boutiques selling local products and artwork. Point Reyes Station also has several small businesses that provide services and retail for the local community and larger region; this area is also the home of several nonprofits.

Residents are professionals that work outside the study area or are engaged locally in agriculture, local commercial pursuits (such as tourism), or nonprofit work or are artisans, writers, and artists. As shown in Table 3-11, the study area has a low unemployment rate.

3.2.3 Community Facilities

Community facilities are defined as religious institutions, libraries, public and private schools, fire departments, police and sheriff departments, libraries, hospitals, post offices, parks, and social services. These facilities are shown in Figure 3-5. Parks in the study area are discussed in Section 3.1.3 and shown on Figure 3-4.

The project area is located on SR 1, just north of the intersection with Sir Francis Drake Boulevard, both of which are major access roads for the larger region. The only public transit that serves the study area is a bus service run by Marin Transit called the Stagecoach Line. Stagecoach Line 68 serves all communities in the study area along SR 1 and Sir Francis Drake Boulevard. The bus makes a loop in Point Reyes Station on its eastbound and westbound routes by crossing the Lagunitas Creek Bridge. The bus has daily service from 6:00 a.m. to 8:00 p.m. on weekdays and 7:00 a.m. to 8:00 p.m. on weekends. Buses are scheduled every 1 to 3 hours.

The public schools in the study area are within the Shoreline Unified School District. Kindergarten and first grade are at Inverness School in Inverness. Second through eighth grades are at West Marin School in Point Reyes Station. High school is in the community of Tomales, approximately 13 miles from the project area.

Emergency services for the study area are located in Point Reyes Station. The Point Reyes Fire Station at Fourth and B Street, is 0.3 mile from the project area and provides fire, medical, and rescue emergency services for over 100 square miles. The fire station includes a structural firefighting engine, a wildland firefighting engine, paramedic rescue ambulance, utility pick-up truck, and flood evacuation boat. Point Reyes Fire Station has cooperating agreement for mutual assistance with the Bolinas, Inverness, Stinson Beach, and Tomales Fire Departments. The Point Reyes Fire



LEGEND

- | | | | |
|--|----------------------------------|--|-------------------------------|
| | Community Center / Senior Center | | County Facility |
| | Church | | Marin Transit StageCoach Line |
| | School | | Project Area |
| | Library | | |
| | Fire Station | | |
| | Law Enforcement | | |

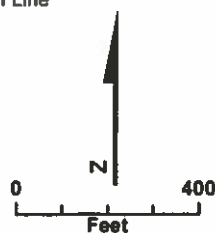


FIGURE 3-5
Community Facilities
 State Route 1 Lagunitas Creek Bridge Project
 EA 0G642, MRN-1 Post Mile 28.4 – 28.6
 ID: 04-13000350
 Marin County, California

Station also provides firefighting assistance to rangers and firefighters in Point Reyes National Seashore Golden Gate National Recreation Area and Tomales Bay State Park.

The same building that houses the fire station also contains a Marin County Sheriff's Office substation, a HAM radio disaster communication command center, and a widely used community meeting room.

Many institutions that serve the local and regional community are located in Point Reyes Station. Point Reyes Station hosts a weekly farmers market from June through November, a library, and senior services center. West Marin Multi-Services Center provides a variety of social services. West Marin Community Services operates a thrift store, an engagement program with the Latino community, a food pantry, emergency assistance programs, and college scholarships. Point Reyes Station also has the West Marin Chamber of Commerce and a few houses of worship including the Point Reyes Presbyterian Church. The Vedanta Society of Northern California offers a large retreat center in Olema.

Utility lines within the project area include overhead electric lines, natural gas, water (for domestic and irrigation use), and telephone and cable television lines. The North Marin Water District, which is based in Novato, delivers water to the project area. For wastewater, the project area relies on septic systems, cesspools, mound systems, and other methods that discharge into the ground. Redwood Empire Disposal provides garbage service and disposes of solid waste at the Redwood Landfill and Recycling Center, located approximately 21.1 miles northeast of the project area (Ratto Group 2016). Pacific Gas and Electric Co. provides electricity.

3.2.4 Community Character and Cohesion

Community character is defined as the combination of demographics, housing characteristics, economic conditions, and communities of the study area as well as community facilities (as described in Sections 3.2.1 to 3.2.3). Community cohesion is defined as the degree to which residents have a sense of belonging to their neighborhood, a level of commitment to the community, or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time.

The project area is part of the larger Point Reyes Station community. In addition to the many businesses that support tourism, including bed and breakfasts, small inns, cafés, restaurants, ice cream shops, and boutiques selling local products and artwork,

Point Reyes Station also has a variety of other small businesses that support the larger region. Point Reyes Station's downtown area is characterized by old and new commercial buildings closely adjoined by homes of various sizes and age.

Point Reyes Station has several community, business, or politically oriented groups or networks, including Main Street Moms Organize or Bust, Point Reyes Village Association, Point Reyes Community Garden, Point Reyes Open Studios, a farming network, and a local businesses network (which has a voice through the local radio station). Point Reyes Station offers many community gathering places such as a weekly farmers market, community center, restaurants, cafés, and parks.

Olema, approximately 2 miles south of the project area along SR 1, consists of a few shops, two restaurants, several bed and breakfasts, a private campground, and a few single-family homes. Inverness is northwest of Point Reyes Station; it has a small downtown area with a general store, post office, library, a few restaurants, shops, and inns. It also has a small public marina, a few private piers, and the Inverness Yacht Club. Seahaven and Inverness Park are residential communities at the north and south ends of Inverness, respectively.

All study area communities are part of a larger area, locally known as West Marin, that contains 13 rural unincorporated communities. West Marin communities are connected by a number of social, political, and business groups and organizations (West Marin Resource Guide 2016). These include the West Marin Chamber of Commerce, West Marin Multi-Services Center (provides social services), West Marin Environmental Action Committee, West Marin Community Services (supports low income and Latino families across West Marin), Food and Farm Tours of West Marin, West Marin Lion's Club, and West Marin Rotary Club. Children's schools and sports leagues are made up of residents from all or many West Marin communities. Since 1948, all West Marin communities are served by a common newspaper, the *Point Reyes Light*.

In addition to the definition of community cohesion above, other potential indicators of cohesion (Caltrans 2011) include a high proportion of the following: ethnic homogeneity, long-term residents, households of two or more people, rates of home ownership, and percentage of elderly residents. The demographic data for the study area in Section 3.2.1 indicate that just more than half the households have two or more people. The percentage of home ownership is about the same as the percentage of rental and with most units being single-family homes. The percentage of elderly

residents is relatively high (29 percent). Ethnic homogeneity is fairly high with almost 80 percent of the study area being white.

Given the indicators of community cohesion listed above, community cohesion is likely to be relatively high in the study area as a whole and within study area communities.

Chapter 4 Project Impacts and Avoidance, Minimization, and/or Mitigation Measures

The following section provides information on the potential impacts associated with the proposed project on land use, community character and cohesion, relocation and displacement, environmental justice, and economics.

4.1 Land Use

Converting land use to a transportation-related use generally also includes physical changes in the community such as displacement of structures, changes in access to homes or businesses, loss of parking or setbacks, conversion of farmland to nonagricultural use, and conversion of timberland to other uses.

Indirect land use impacts generally occur further away from the project area and over a longer time period than direct impacts. Examples of indirect land use impacts are changes in regional development patterns and growth.

4.1.1 No-Build Alternative

Under Alternative 1, the project would not be constructed. As discussed in Table 4-1, Alternative 1 is not consistent with policies in the Regional Transportation Plan, Plan Bay Area 2013, Marin Countywide Plan, and Point Reyes Station Community Plan.

4.1.2 Build Alternatives

4.1.2.1 CONSTRUCTION

Construction would occur over 3 years for conventional construction (Alternative 2b) and up to 1 year for the other Build Alternatives, which would use ABC construction. The total area of temporary disturbance for all Build Alternatives would range between 2.5 or 2.81 acres (see Table 1-1). Most construction would occur within SR 1 or Sir Francis Drake Boulevard right-of-way. However, portions of six private properties would be used for construction access and staging of materials and equipment under all Build Alternatives (see Figures 1-4 through 1-8). There would be temporary impacts from construction activities to Whitehouse Pool Park. These properties could experience access and parking disruption, dust, and elevated noise levels. These properties are discussed in detail in Section 4.3.

Table 4-1 Consistency with State, Regional, and Local Plans and Programs

Policy	Build Alternatives	No-Build Alternative
Regional Transportation Plan. Plan Bay Area 2013		
Plan Bay Area grew out of The California Sustainable Communities and Climate Protection Act of 2008 which requires that the Sustainable Communities Strategy promote compact, mixed-use commercial and residential development. To meet the goals of SB 375, Plan Bay Area directs more future development in areas that are or will be walkable and bikeable and close to public transit, jobs, schools, shopping, parks, recreation and other amenities.	Consistent. Implementation of the Build Alternatives would involve removal and replacement of the Lagunitas Creek Bridge, which would occur in an already developed area. The new bridge would not increase roadway capacity, would not spur new development that would increase greenhouse gas emissions, and would not conflict with policies that promote compact, mixed-use commercial and residential development. Build Alternatives would improve bike and pedestrian access and provide facilities consistent with the Americans with Disabilities Act (ADA) and the Safe Routes to School Program.	Not consistent. The existing bridge sidewalk is not consistent with ADA requirements and fails to provide shoulders wide enough for cyclists. Sidewalks and shoulders are less safe for pedestrians and cyclists hindering the implementation of the Safe Routes to School Program.
Regional growth strategy is to maintain rural character of communities: "by concentrating growth in the Inner Bay Area and communities with frequent transit service, this growth strategy will help North Bay communities maintain their rural and small town character. While accommodating a very limited amount of new growth, rural centers and corridors will enhance the pedestrian environment and access to local services in the traditional downtowns of these communities." P. 56-57	Consistent. See above	Not consistent. The existing bridge sidewalk is not consistent with ADA requirements and fails to provide shoulders wide enough for cyclists. Sidewalks and shoulders are less safe for pedestrians and cyclists, hindering the implementation of the Safe Routes to School Program.
Marin Countywide Plan		
Policy TR-1.6: Keep Rural Character in West Marin. Maintain roads in West Marin as two-lane routes, with the possible additions of bicycle lanes, turn lanes at intersections, and turnouts for slow-moving traffic.	Consistent. The Build Alternatives would replace the current bridge with a structure that would not alter the existing rural character of West Marin.	Not consistent. The No-Build Alternative would not result in a change to the rural character of West Marin, given that the current bridge would remain in place. However, the No-Build Alternative does not provide safety additions such as bike lanes or crosswalks.
Point Reyes Station Community Plan		
Policy PA-3.8: Rural Improvement Standards. Improvements such as roads, driveways, parking areas and residential and commercial lighting should be compatible with the rural environment. For example, the use of gravel instead of asphalt as cover for parking areas is encouraged. Outdoor lighting shall serve the safety of ingress and egress but shall not detract from the enjoyment of the natural nightcape.	Consistent. The Build Alternatives would be compatible in scale and character within the context of the rural character of the project area. No new lighting is proposed.	Consistent. The No-Build Alternative would leave the current bridge in place, thereby resulting in no change to the rural character of the project area.

Table 4-1 Consistency with State, Regional, and Local Plans and Programs

Policy	Build Alternatives	No-Build Alternative
<p>Policy HR-1.3: New Construction. All new construction located within the Point Reyes Station Historic Area (Appendix B) shall be consistent in scale, design, materials and texture with the surrounding community character.</p>	<p>Consistent. Alternatives 2a, 2b, and 3a would be compatible in scale and character within the context of the surrounding community.</p> <p>Inconsistent. Alternatives 4a and 4b would not be compatible in scale and character within the context of the surrounding community.</p>	<p>Consistent. The No-Build Alternative would leave the current bridge in place, thereby resulting in no change to the character of the project area.</p>
<p>Policy T-1.1: Maintain Rural Character of Roadways. Roadway improvements should be limited to projects that enhance safety only and do not increase the capacity of the road network. Specifically, all roads in the Planning Area, including State Highway 1, should retain their rural, scenic character with a two-lane width or less and without curbs, gutters, sidewalks, traffic lights, and street lights. The only area to be considered for sidewalks and similar roadway improvements shall be the Downtown Area. Other permitted roadway projects should be limited to:</p> <ul style="list-style-type: none"> • Slope stabilization • Drainage control • Safety improvements • Expansion of shoulder paving to accommodate bicyclists and pedestrians • Creation of vista and slower traffic turn-outs • Improvements to accommodate public transit 	<p>Consistent. The Build Alternatives would maintain the rural character of the project area, would enhance safety of the Lagunitas Creek crossing and would not increase the capacity of the road network. Sidewalks and shoulders are meeting minimum requirements only.</p>	<p>Not consistent. The No-Build Alternative would leave the current bridge in place, thereby resulting in no change to the rural character of the project area. However, the No-Build Alternative does not provide safety additions such as bike lanes, cross walks, or turnouts for slow moving traffic.</p>

There may be periods during construction when noise levels would make adjacent residences and businesses unsuitable for occupancy. However, this would not a result in a permanent change of land use. Avoidance and minimization measures for any construction-related impacts such as dust, noise, and loss of parking and access would be incorporated.

4.1.2.2 OPERATION

Direct Impacts

Table 4-1 summarizes the applicable policies and objectives of the plans relevant to the project (listed in Section 3.1.4). The Marin County LCP (Marin County 1981) was also reviewed in addition to the other plans listed in Table 4-1. Table B-1 in Appendix B summarizes the consistency of the project with the Marin County LCP along with the California Coastal Act. The Build Alternatives, which are discussed together in Table 4-1 and Appendix B, Table B-1, because they are similar in terms of land use, are consistent with almost all applicable land use goals, policies, and programs. None of the Build Alternatives would require permanent displacement of structures, changes in access to homes or businesses, or loss of parking or setbacks. All Build Alternatives would require acquisition of a narrow sliver of land to the northwest for lengthening the overflow culvert and providing a continuous shoulder along SR 1. This would convert less than 0.01 acre (less than 1,000 square feet) of parkland from the Whitehouse Pool Park to a transportation-related use. No park recreational activities are anticipated to be impacted by this acquisition. Because this land is required to provide safe shoulders from the Lagunitas Bridge to the community of Point Reyes Station, avoidance and minimization measures are being coordinated with the appropriate agencies of jurisdiction. Based on preliminary assessment, a Section 4(f) preliminary determination of *de minimis* finding is being prepared (CH2M 2016).¹

Because of their scale, Alternatives 4a and 4b would not be consistent with New Development and Land Use Policy 3a of the Marin County LCP (as discussed in Appendix B, Table B-1). The height and width of the bridge under Alternative 4a and 4b would not be compatible with the scale and character of the surrounding community. Under this alternative, the truss would be 20 to 30 feet high compared to

¹ A finding of *de minimis* may occur when all possible planning to minimize harm by reducing the impacts on the Section 4(f) property to a *de minimis* level such that the impact does not result in an adverse effect [23 CFR §774.2(b)].

the existing bridge, which has a 7-foot-tall truss. Therefore, this alternative would have an adverse effect on the character of the community.

Indirect Impacts

No aspect of the project is anticipated to induce growth or change regional development patterns. Growth has been occurring in the study area at a slow rate and is expected to continue to grow at a slow rate (as discussed in Section 3.1.2). The project would not promote growth and would not induce growth, because there would be no change in roadway capacity nor plans to expand in the future by either Marin County or Caltrans. The project is needed to provide safe connections in the area. The project would not permanently alter the number of vehicles the road could accommodate nor would it result in new permanent jobs or open new access to undeveloped lands. In the initial screening of growth-related impacts, the project was determined to not cause a change to the accessibility of the area; therefore, it would not be growth-inducing.

4.1.3 Avoidance, Minimization, and/or Mitigation Measures

All Build Alternatives would permanently convert less than 0.01 acre (less than 1,000 square feet) of parklands in the Whitehouse Pool Park to transportation use on the northwest side of the project limits.

During construction, temporary easements would be placed on some neighboring properties for construction staging and access to the bridge site under all Build Alternatives. These temporary impacts will be minimized by implementing the following avoidance and minimization measures:

- **AMM LAND USE-1: Maintain access and parking at the veterinary hospital.** Prior to construction, Caltrans will reconfigure access and parking to allow for continued availability of that parking and access.
- **AMM LAND USE-2: Minimize negative construction impacts on animals under veterinary care.** Caltrans will coordinate with the veterinary clinic to minimize negative construction impacts on animals under care, if needed. Measure(s) could include temporary relocation of animals under care.
- **AMM LAND USE-3: Maintain access to residential parcels affected by the project.** Prior to construction, Caltrans will reconfigure access and parking in residential lots with temporary construction easements, as necessary, to allow for continued availability of parking and access.

Alternatives 4a and 4b are out of scale with surrounding development and inconsistent with the California Coastal Act and LCP. Measures that minimize visual impacts would be proposed; however, adverse visual impacts for Alternatives 4a and 4b would remain significant and unmitigable.

4.2 Community Character and Cohesion

Potential impacts to community character and cohesion and community facilities are discussed below.

4.2.1 No-Build Alternative

Under the No-Build Alternative, no impacts would be associated with project construction, however, the risk of bridge failure during a strong seismic event would continue. The bridge provides critical access for routine community functions, ranging from emergency services, to primary school attendance, to goods and services for communities west and south of Point Reyes Station. A sudden closure would require a 9-mile detour travel for many daily activities and may jeopardize social networks and community facilities until bridge could be replaced. Therefore, the No-Build Alternative could have adverse effects to community character and cohesiveness within the study area.

4.2.2 Build Alternatives

4.2.2.1 CONSTRUCTION

Alternative 2b: Conventional Construction

Alternative 2b would require a 3-year construction period that could impact community character and cohesion. Two-way vehicle, bicycle, and pedestrian traffic crossing across the Lagunitas Creek would be maintained with occasional periods of one-way vehicle traffic during low volume periods. However, noise, dust, and visual impacts could cause community members to avoid the project area and could diminish community character and reduce the amount of cohesion between the communities on either side of the Lagunitas Creek Bridge. Adjacent residents most affected may be temporarily relocated during construction. Residents south of the bridge could avoid going into town and this may result in a short-term division for those living north and south of Lagunitas Creek; however, organized community groups would continue to meet, and community events would continue to have access; therefore, no adverse effects on community character and cohesion are expected to result. All applicable noise and air quality standards would be followed. Applicable avoidance and minimization measures would be incorporated into the project.

During construction, there would be temporary impacts on the Whitehouse Pool Park. The project would require a temporary construction easement (TCE) on approximately 0.05 acre. Vegetation in the construction easement area would be removed. Public access to the Whitehouse Pool Park from the trailhead on SR 1, immediately north of the bridge would be closed to the public during construction. There would be no public access at this trailhead for up to 3 years under conventional construction methods. Closing the trailhead on SR 1 would prevent locals from using the trail as a shortcut to reach Point Reyes Station. However, access to the Whitehouse Pool Park via the Golden Gate National Recreation Area trailhead would remain open.

During construction, a zone area that includes the creek within the project and areas immediately upstream and downstream of the project area would be closed off to kayakers. Under conventional construction methods, this stretch of creek would be closed for up to 1 year. Therefore, closing this reach of the creek for recreational use would result in a temporary adverse impact. Although kayakers would not be able to cross under the bridge, kayakers would be able to kayak upstream or downstream of the construction zone.

Alternatives 2a, 3a, 4a, and 4b: ABC Construction

Build Alternatives 2a, 3a, 4a, and 4b would require a much shorter period of construction than the conventional construction method (Alternative 2b) (1 year as opposed to 3 years); therefore, the overall effect of construction would be diminished. However, these alternatives would require a 2- to 3-week full closure of the Lagunitas Creek Bridge. This would result in a 9-mile (20- to 30-minute) detour on winding country roads to travel north or south along this stretch of SR 1. Bridge closure would affect study area residents who live, work, go to school, recreate, or procure goods or services in Point Reyes Station or destinations further north or who need to travel south from Point Reyes Station.

During bridge closure pedestrian, bicycle, transit, and equestrian access to Point Reyes Station from the south would be temporarily cut off. People who live immediately south or west of the project area along SR 1 or Sir Francis Drake Boulevard, would temporarily have to take a 9-mile detour to reach the Point Reyes Station community. Traffic within and near the Point Reyes Station community could increase during the bridge closure as residents travel longer distances on local streets to enter or exit their community. People would not be able to ride their horses across Lagunitas Creek during bridge closure.

If bridge closure occurs during the academic year, many study area children would have to take the detour in school buses or private vehicles to reach school. Study area children attend kindergarten and first grade in Inverness, second through eighth grade in Point Reyes Station, and high school in Tomales Bay. The detour could add up to an hour of travel time per day.

Bridge closure would create delays for emergency service providers. The fire station and sheriff's station serving much of the study area are located in Point Reyes Station. Agreements would be made with neighboring emergency service providers such as Bolinas, Inverness, and Lucas Valley to respond to emergencies during the closure period. Confirmation would be made that adequate emergency vehicles and personnel are available on either side of Lagunitas Creek. The only public transit operating in the study area (Marin Transit) crosses Lagunitas Creek Bridge in a route that connects the study area communities. Marin Transit buses would be detoured during bridge closure, and trips that cross the project area would be longer.

During the bridge closure period, construction would be 24 hours a day, 7 days a week for 2 to 3 weeks. Adjacent residents and businesses have a greater potential to be affected by day and nighttime construction noise than under Alternative 2b. However, the noisiest construction activities, such as vibratory pile-driving, would occur during the day.

Outside of the closure period, slower traffic speeds through the construction zone could cause minor delays during heavy use periods, such as weekends during tourist season.

Under ABC methods, effects to parks would be the same as conventional construction methods, however, they would last up to 1 year rather than up to 3 years.

These effects, even with avoidance and minimization efforts, may result in effects to community character and cohesion, but the duration would be short, and every effort for advanced planning would be implemented with residents, businesses, and organizations to minimize the impacts. To address community impacts, a construction management plan would be developed to provide early notifications and planning for the closure and address short-term resolutions for community services. These are outlined below in Section 4.2.3, Avoidance, Minimization, and/or Mitigation Measures.

4.2.2.2 OPERATION

The new bridge would improve community character and cohesion by providing safer pedestrian, bicycle, equestrian, and vehicle crossing over Lagunitas Creek Bridge by ensuring that bridge access would be maintained during a seismic event. The crosswalk at Sir Francis Drake Boulevard and the widened shoulder between the bridge and Point Reyes Station would benefit both Whitehouse Pool Park users and Safe Routes to School Initiatives, and enhance connectivity of the communities and residents on both sides of Lagunitas Creek Bridge.

Under all Build Alternatives, 0.01 acre (less than 1,000 square feet) of the Whitehouse Pool Park would be acquired to accommodate the extension of the overflow culvert and provide a continuous shoulder along SR 1 from the bridge northward to B Street. This permanent impact would not affect the existing trails or benches; therefore, it would not result in adverse impacts to the recreational activities of the park.

As discussed in Section 4.1.2.2, because of their scale, Alternatives 4a and 4b would not be consistent with the Marin County LCP, New Development and Land Use Policy 3a, and this would adversely affect community character and cohesion.

4.2.3 Avoidance, Minimization, and/or Mitigation Measures

The project would improve accessibility for pedestrians, bicycles, and equestrian users and would not result in long-term adverse effects on community character and cohesion; thus, no avoidance, minimization, or mitigation measures are proposed for the operational phase.

During construction, the project would result in temporary effects on community character and cohesion under Alternative 2b, three-span, steel truss, conventional construction, due to a relatively long construction period that may deter patronage to the study area due to noise and visual disturbance. Measures that address noise impacts will be proposed.

The ABC alternatives (2a, 3a, 4a, and 4b) would result in short-term effects on community character and cohesion, especially during the short-term closure of Lagunitas Creek Bridge. To address these impacts, the following measure is proposed:

- **AMM COMM-1: Construction Management Plan (CMP).** To address construction-related impacts, a CMP will be developed and tailored to the

alternative selected. Table 4-2 outlines the major community functions that may be affected and measures that would be incorporated into the CMP to minimize impacts.

Table 4-2 AMM COMM-1, Construction Management Plan

Community Functions Impacted by Bridge Closure	Measures to be Included in the CMP
Delivery and truck services, including postal service, house-direct deliveries, small grocery deliveries, utility meter reading, FedEx, UPS, and other delivery services	Provide broad announcements and frequent outreach, advertise the closure, and provide instructions and wayfinding signage for detour route. Caltrans will coordinate with trucking dispatch companies to plan deliveries around bridge closures.
Emergency service	Coordinate to develop provision for adequate emergency vehicles and personnel on both sides of Lagunitas Creek.
Pedestrian bicycle access	Provide support shuttle service to assist pedestrians and bicycles (school children and others).
Tourism (bed and breakfast, farmers market, and park visitors)	Develop wayfinding signs to direct choices from Petaluma Highway for Point Reyes National Seashore and to access from Cotati for tourist points north to avoid hassles of the long detour. Provide affected businesses with opportunity to link their websites to bridge construction updates on the Caltrans website. Use social media to communicate status of the road closure and to provide more information about the detour routes. Media channels include twitter, WAZE, radio announcements, press releases, links on tourist web pages to daily updated SR 1 traffic map, linking Google Earth® maps with Caltrans information, etc.
Residents and local business workers	Develop a communication plan that includes an on-call liaison to help troubleshoot unforeseen issues that arise, and provide daily notifications on progress and web cameras to help maintain interest and understanding about ABC and project progress.
West Marin Stage Coach transit shuttle (routes include Sir Francis Drake Boulevard, SR 1, and Bear Valley Road connecting Point Reyes, Inverness, Bolinas)	Support additional service buses to make up for longer travel times required by detour routes during the bridge closure period. In addition, coordinate with Marin Transit on relocating the route and the Point Reyes Station bus stop to accommodate passengers in this vicinity. Another bus may be needed to supplement the delays resulting from the detour during bridge closure period.
Notify the public of creek closure	Prior to construction, Caltrans or its contractor will post construction zone signs 100 feet upstream and 50 feet downstream of the bridge to notify kayakers and other boaters of the construction zone creek closure. Advance notice of the detour routes and duration of closure will be distributed to the pertinent park agencies so they can post notices on their websites to facilitate dissemination of information to visitors. Notice of the construction zone will be posted at kayak rental locations such as Blue Waters Kayaking in Inverness and Marshall, Clavey Paddlesports in Petaluma, and Point Reyes Outdoors in Point Reyes Station.
Trail closure signs.	Prior to construction, Caltrans or its contractor will place two trail closure signs inside the park. One sign will be located on the trail that leads to the staging area north of the bridge. The second sign will be located on the trail, west of the trailhead, immediately north

Table 4-2 AMM COMM-1, Construction Management Plan

Community Functions Impacted by Bridge Closure	Measures to be Included in the CMP
	of the bridge. Notice of trail closure will also be posted at the western part of Whitehouse Pool Park off of Sir Francis Drake Boulevard, at the trailhead located at C Street and Third Street in Point Reyes Station, and at the Golden Gate National Recreation Area and Whitehouse Pool Park property boundary. Caltrans will collaborate with Marin County or CDFW.
Trailhead enhancement	Following construction, Caltrans will replace the trailhead marker with a durable sign designed in cooperation with Marin County Parks. The sign will include at minimum a trail map, brief information about the park and safety, and include an area for posting park-related information.

Alternatives 4a and 4b are out of scale with surrounding development and inconsistent with the California Coastal Act and LCP. Measures that minimize visual impacts would be proposed; however, adverse visual impacts for Alternatives 4a and 4b would remain significant and unmitigable.

4.3 Relocation and Real Property Acquisition

Relocations and real property acquisition associated with the project are discussed below.

4.3.1 No-Build Alternative

No temporary or permanent acquisition of parcels or relocations would occur under the No-Build Alternative.

4.3.2 Build Alternatives

4.3.2.1 CONSTRUCTION

All Build Alternatives would require temporary construction easements for construction access to the bridge, staging equipment and materials, and relocating utilities. These TCEs would affect a portion of the nine parcels shown in Table 4-3, which are listed from north to south. The TCEs for all Build Alternatives are shown in Figures 4-1 through 4-5. Table 4-3 lists the acreage of the TCEs by alternative. The TCEs required for Build Alternatives 2a, 3a, and 4a would be very similar. The TCEs for Alternatives 2b and 4b would be slightly larger, with Alternative 4b having the greatest footprint as it would require larger TCEs from the two parcels on the northeast and southeast sides of the bridge and would be the only Build Alternative that would affect parcel 166-161-10.

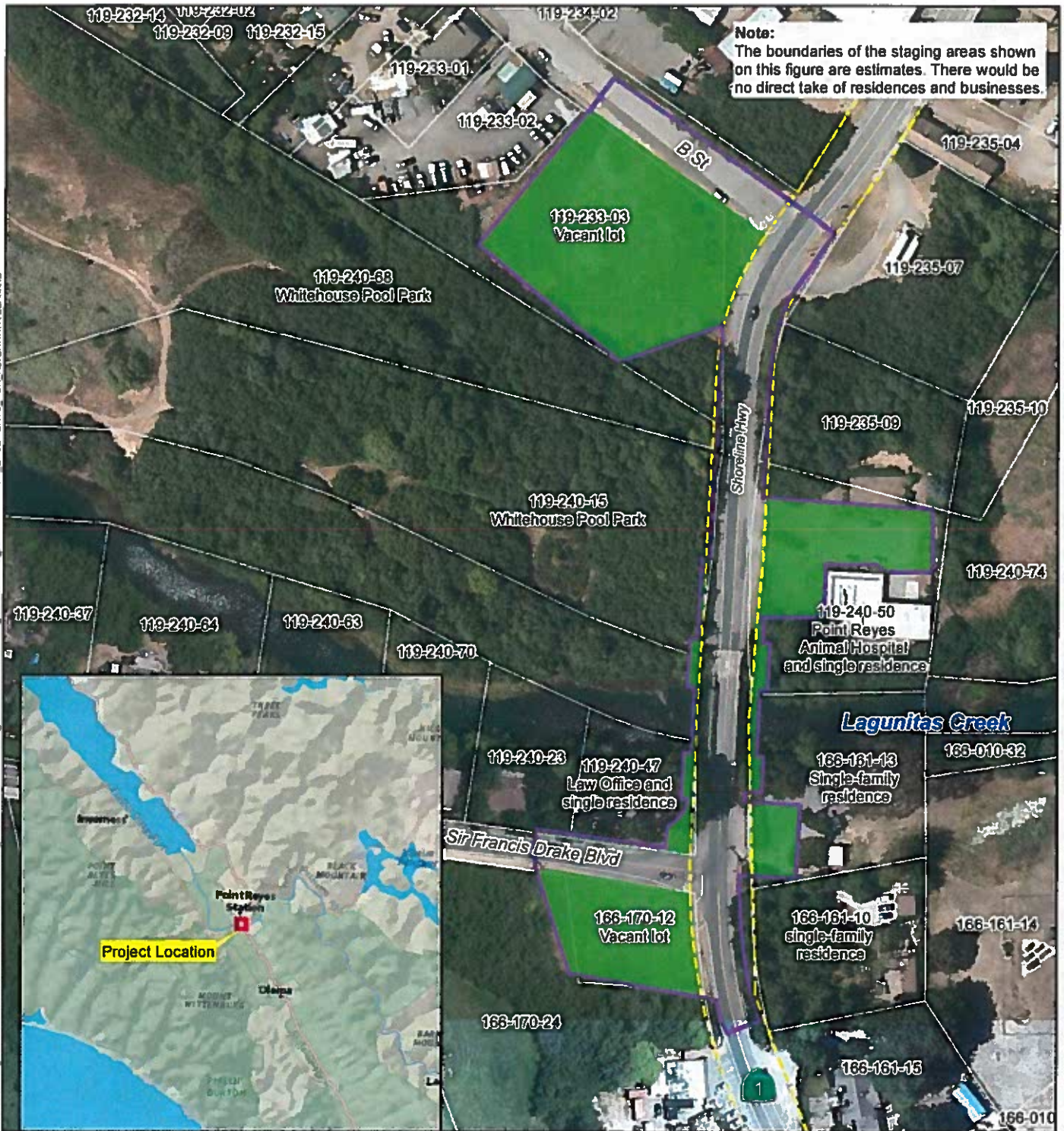
Table 4-3 Temporary Construction Easements by Build Alternative

Parcel^a	Alternative 2a – Three-Span Truss, Longitudinal Move-in (acres)	Alternative 2b – Three-Span Truss, Conventional (acres)	Alternative 3a – Three-Span, Concrete, Longitudinal Move-in (acres)	Alternative 4a – Full Truss, Longitudinal Move-in (acres)	Alternative 4b – Full Truss, Transverse Slide-in (acres)
119-233-03	0.96	0.96	0.96	0.96	0.96
119-235-09	0.00	0.00	0.00	0.00	0.00 ^b
119-240-15	0.01	0.01	0.01	0.01	0.02
119-240-23	0.00	0.00	0.00	0.00	0.00
119-240-47	0.04	0.05	0.04	0.04	0.05
119-240-50	0.40	0.43	0.40	0.40	0.49
166-161-10	0.00	0.00	0.00	0.00	0.03
166-161-13	0.11	0.18	0.11	0.11	0.27
166-170-12	0.32	0.32	0.32	0.32	0.32
166-170-24	0.05	0.05	0.05	0.05	0.05
Total	1.90	2.01	1.90	1.90	2.19

Notes:

^a See Figures 4-1 through 4-5 for the locations of the temporary construction easements on each parcel for each alternative.

^b The TCE on parcel 119-235-09 would be approximately 20 square feet.



LEGEND

- Project Site
- Temporary Construction Easement
- Caltrans Right of Way
- County Parcels

Imagery Source: Marin County 2014
Service Layer Credits: Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

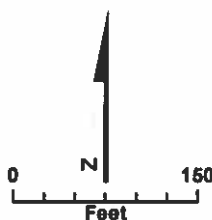


FIGURE 4-1
Temporary Construction Easements for Alternative 2a

State Route 1 Lagunitas Creek Bridge Project
EA 0G642, MRN-1 Post Mile 28.4 – 28.6
ID: 04-13000350
Marin County, California

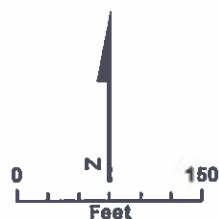
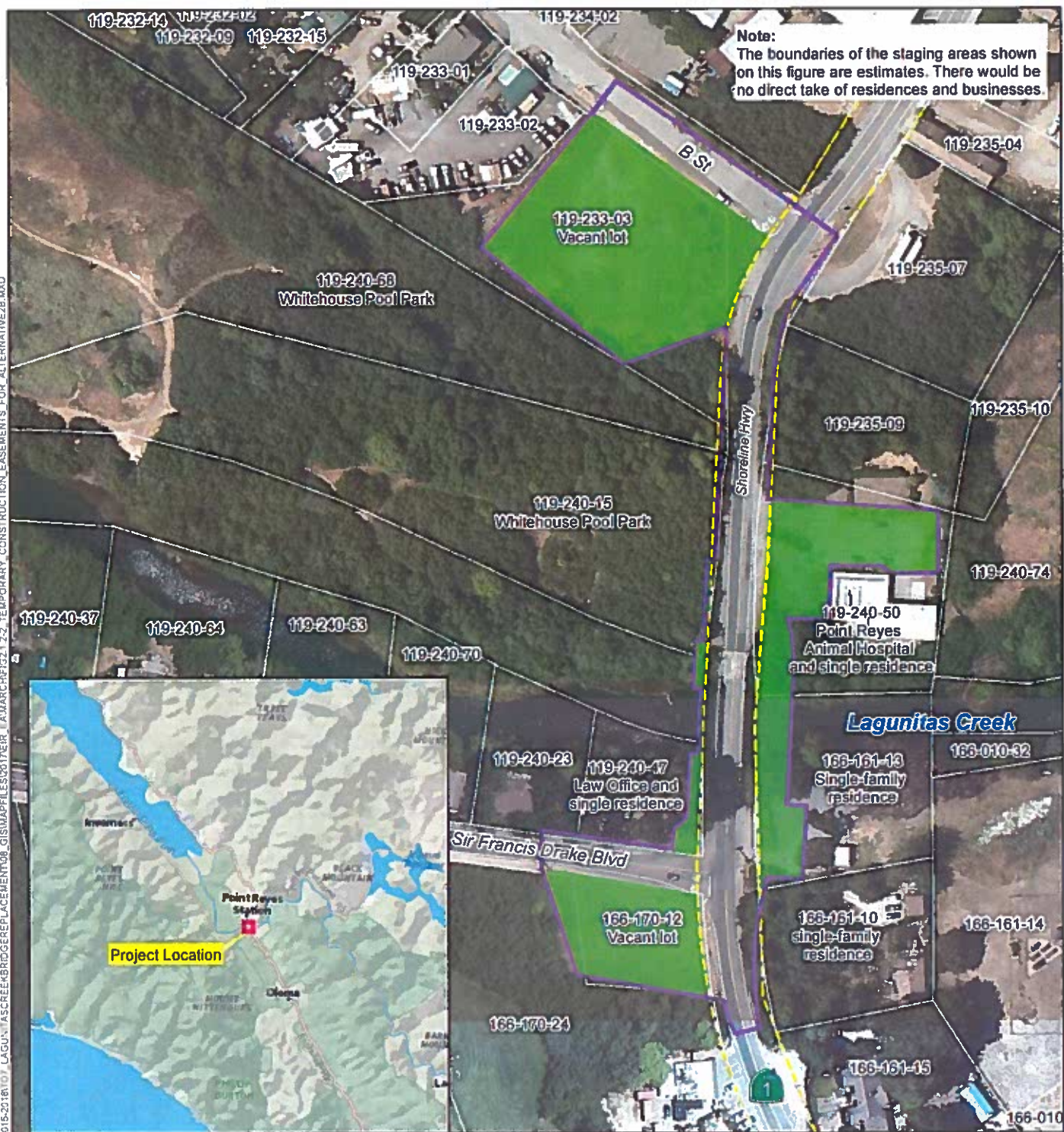
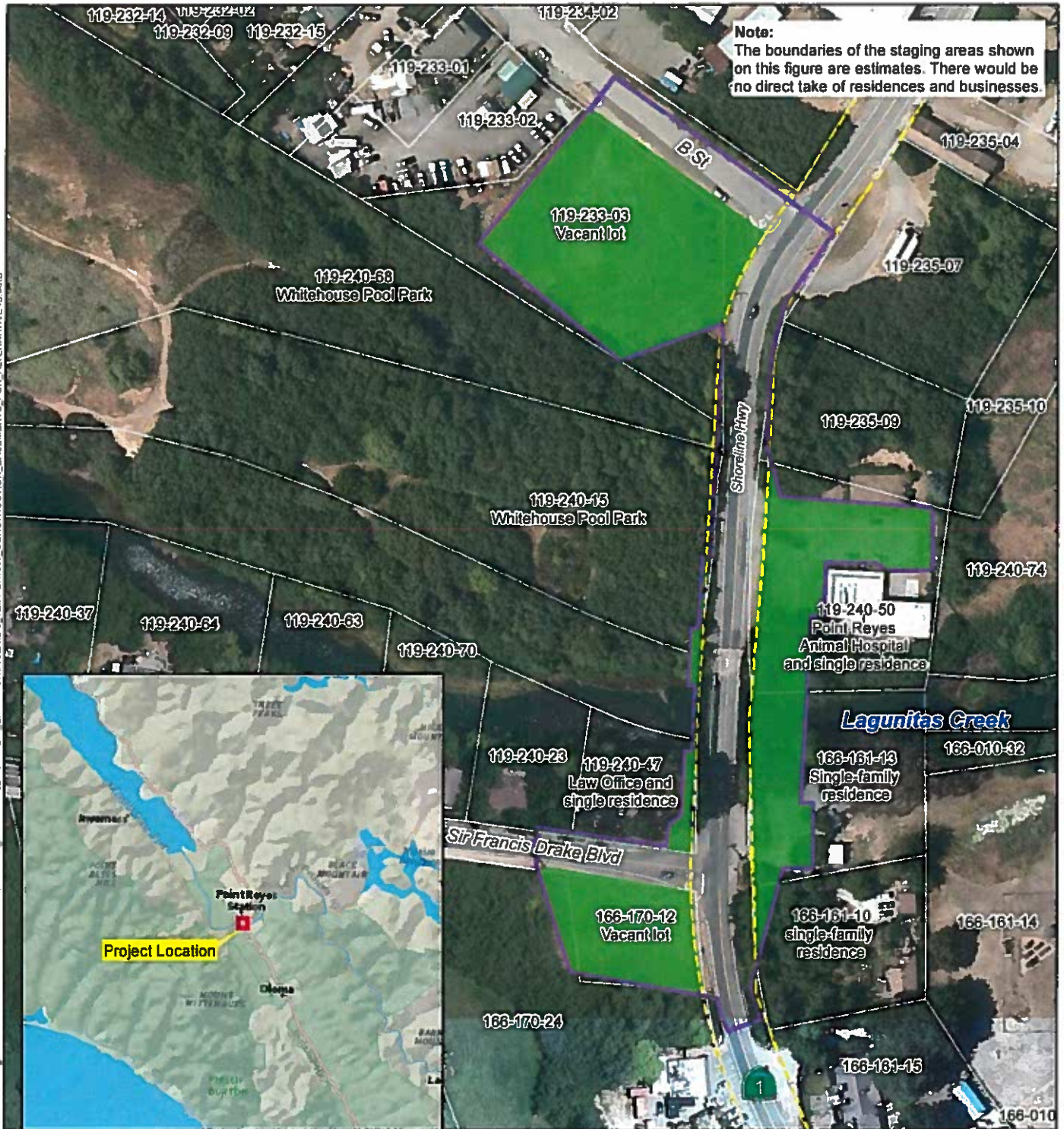


FIGURE 4-2
Temporary Construction Easements
for Alternative 2b
 State Route 1 Lagunitas Creek Bridge Project
 EA 0G642, MRN-1 Post Mile 28.4 – 28.6
 ID: 04-13000350
 Marin County, California



BADFP01 C:\PROJ\CALTRANS\666239_04\ENV\CAL2015-2016\TO7_LAGUNITAS CREEK BRIDGE REPLACEMENT\04 GIS\MAPFILES\021.2-5 TEMPORARY CONSTRUCTION EASEMENTS FOR ALTERNATIVE 4B.MXD



LEGEND

- Project Site
- Temporary Construction Easement
- Caltrans Right of Way
- County Parcels

Imagery Source: Marin County 2014
 Service Layer Credits: Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp.

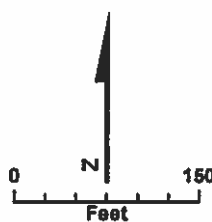


FIGURE 4-5
Temporary Construction Easements
for Alternative 4b
 State Route 1 Lagunitas Creek Bridge Project
 EA 0G642, MRN-1 Post Mile 28.4 – 28.6
 ID: 04-13000350
 Marin County, California

The parcels requiring TCEs for construction of the Build Alternatives, as listed in Table 4-3 and shown on Figures 4-1 through 4-5, are as follows:

1. Vacant lot at southwest corner of B Street and SR 1 (Parcel 119-233-03).
2. Vacant lot on SR-1 (Parcel 119-235-09).
3. Parking lot of the Point Reyes Animal Hospital on the northeast side of Lagunitas Creek Bridge (Parcel 119-240-50). This property includes a residence.
4. Whitehouse Pool Park located at the northwest corner of the Lagunitas Creek Bridge (Parcel 119-240-15).
5. Single-family residence on the southeast side of the Lagunitas Creek Bridge (Parcel 166-161-13). This property provides access to the adjacent property (Parcel 166-161-10).
6. Law Office on the southwest corner of the Lagunitas Creek Bridge that includes a residential unit (Parcel 119-240-47).
7. Single-family residence on the east side of the intersection of Sir Francis Drake Boulevard and SR 1 (Parcel 166-161-10).
8. Vacant lot at southwest corner Sir Francis Drake Boulevard and SR 1 (Parcel 166-170-12).
9. Commercial lot that is partially undeveloped (Parcel 166-170-24).

On the property that includes the veterinary hospital, construction staging would remove one point of access and several parking stalls. The noise and dust of the construction may affect veterinary activities and the comfort of the patient animals. On the residential property southeast of the project area, construction access to the bridge site would require using the front yard of one residential unit and potentially change the access for this home and two others that share this driveway.

4.3.2.2 OPERATION

All Build Alternatives would acquire less than 0.01 acre (less than 1,000 square feet) of Whitehouse Pool Park to accommodate shoulder widening just north of the Lagunitas Creek Bridge. To accommodate shoulder widening, all Build Alternatives would also acquire less than 0.01 acre of the parcel containing the law office on the southwest corner of the Lagunitas Creek Bridge that includes a residential unit (Parcel

119-240-47). In addition, Alternative 2b would acquire approximately 0.02 acre of the parcel containing the Point Reyes Animal Hospital (Parcel 119-240-50). No other permanent acquisitions or relocations would occur under any Build Alternatives.

4.3.3 Avoidance, Minimization, and/or Mitigation Measures

Temporary construction easements, property acquisition, and, if needed, temporary relocations, will comply with the Uniform Real Property and Relocation Assistance Act of 1970 as amended.

4.4 Environmental Justice

This section describes the potential for the project to result in environmental justice impacts. *Caltrans Standard Environmental Reference Environmental Handbook Volume 4: Community Impact Assessment* (Caltrans 2011) follows the Federal Highway Administration in defining an environmental justice impacts as high and adverse effects on minority and low-income populations. The impacts must be:

- predominately borne by a minority population and/or a low-income population;
- or suffered by the minority population and/or low-income population and appreciably more severe or greater in magnitude than the adverse effect suffered by the nonminority population and/or non-low-income population.

Minority and low income populations are defined as follows (Caltrans 2011):

- Minority individuals are defined as members of the following population groups: American Indian or Alaskan Native; Asian or Pacific Islander; Black; or Hispanic.
- Low-income populations in an affected area should be identified with the annual statistical poverty thresholds from the U.S. Census Bureau Current Population Reports, Series P-60 on Income and Poverty (U.S Census 2010). In identifying low-income populations, agencies may consider as a community either a group of individuals living in geographic proximity to one another or a set of individuals (such as migrant workers or Native Americans), where either type of group experiences common conditions of environmental exposure or effect.

4.4.1 No-Build Alternative

Under the No-Build Alternative, no project would be constructed, and there would be no construction or operational environmental justice impacts.

4.4.2 Build Alternatives

4.4.2.1 CONSTRUCTION

No minority or low-income populations that would be adversely affected by the proposed project have been identified as determined above. Therefore, this project is not subject to the provisions of EO 12898.

4.4.2.2 OPERATION

No minority or low-income populations that would be adversely affected by the proposed project have been identified as determined above. Therefore, this project is not subject to the provisions of EO 12898.

4.4.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures related to environmental justice would be required

4.5 Economics

This section discusses potential economic impacts associated with project construction and operation.

4.5.1 No-Build Alternative

Under the No-Build Alternative, no project would be constructed, and there would be no construction or operational economic impacts.

4.5.2 Build Alternatives

4.5.2.1 CONSTRUCTION

Project construction for any Build Alternative would result in a temporary increase in construction jobs. These jobs are anticipated to be filled by workers from Marin County and neighboring Sonoma County, and they would commute daily to the project site.

Alternative 2b: Conventional Construction

Alternative 2b would preserve access across Lagunitas Creek for the 3-year construction period. This project is located on the way to tourist destinations such as central Point Reyes Station, Point Reyes National Seashore, or Tomales Bay State Park. Access across Lagunitas Creek Bridge would be maintained, although periods of traffic congestion along SR 1 and Sir Francis Drake Boulevard may be higher than when construction is not present. Increased traffic during the 3-year construction period in the project vicinity may influence some regional visitors to delay their visit or to enter Point Reyes Station less frequently than they would otherwise. However,

visitors would still have access to the businesses in Point Reyes Station, and the local community would likely continue to patronize local businesses. Alternative 2b is not likely to cause detrimental economic impacts to the study area.

Alternative 2b could affect the Point Reyes Animal Hospital due to increased noise and reduced access as a result of the temporary construction staging, but customers could continue to patronize the veterinary hospital because pet owners tend to want to go to a veterinarian who knows their pets and other veterinarians are located at least 10 miles away. Although, for non-urgent matters, pet owners may delay their visits.

Alternatives 2a, 3a, 4a, and 4b: ABC Methods

Temporary bridge closure under Alternatives 2a, 3a, 4a, and 4b could temporarily reduce tourism especially to Point Reyes Station, and cause short-term economic impacts. Point Reyes National Seashore is the biggest tourist destination in the project area. During bridge closure, Point Reyes Station would be effectively cut off from the most heavily travel routes to Point Reyes National Seashore (those from the south and east), unless a long detour is taken (although Point Reyes Station would still be easily reachable to and from destinations such as San Rafael, Tomales Bay State Park or other northern coastal communities). Visitors to Point Reyes Station National Seashore who may have stopped in Point Reyes Station for meals, refreshments, or shopping would likely stop elsewhere in or outside the study area because of the bridge closure and the need to take the 9-mile detour route. As a result, businesses in Point Reyes Station that serve visitors, including restaurants, cafés, inns, gift shops, boutiques, ice cream shops, delicatessens, gas stations, and the farmers market (from June through November), are likely to see reduced revenues during the 2- to 3-week closure period, which could decrease local sales tax revenues. However, restaurants and other businesses in Olema or Inverness may see extra business during this period, which could offset any sales tax revenue decrease. If the bridge closure occurs during the highest tourist season, from April through October, economic impacts could be worse than other months.

The construction management plan (see measure AMM COMM-1 in Section 4.2.3) would include wayfinding signs posted for detour routes and encourage travelers to take from Petaluma Highway to Point Reyes National Seashore and travelers from points north to travel through Cotati. This period would be advertised well in advance to help the community, tourism, and event centers plan around the closure period. Tourist websites would contain links to the Caltrans site and provided bridge construction updates. Updates could also be posted on other media including: twitter,

WAZE, local radio, and press releases. This short-term closure may result in increased tourism before or after the closure, because many visitors are dedicated to repeat visitation and would adjust their visitation schedule to avoid the closure period.

Because the study area is rural, a bridge closure would alter traffic patterns for locals, potentially causing them to travel further for work or to procure goods and services. Because of the rural nature of the study area, many trips such as major shopping trips, medical appointments, and automotive servicing are already likely to be conducted out of the study area. The closure would not impede these regional trips, because access eastward to larger metropolitan areas is available without crossing the bridge for both north and south sides of the community. Commercial, postal, and residential deliveries within the study area could be delayed or postponed or redirected to make northern deliveries at different times than southern deliveries.

4.5.2.2 OPERATION

Project operation under any Build Alternative would not cause permanent changes that would alter economic conditions in the study area. The bridge replacement would not affect property values nor alter traffic patterns on a permanent basis. Project operation would not result in new jobs related to road and bridge inspection or repair, because these activities would occur as part of regular maintenance of SR 1.

4.5.3 Avoidance, Minimization, and/or Mitigation Measures

To minimize temporary economic impacts see the measures proposed in Sections 4.1.4, 4.2.3, and 4.3.3.

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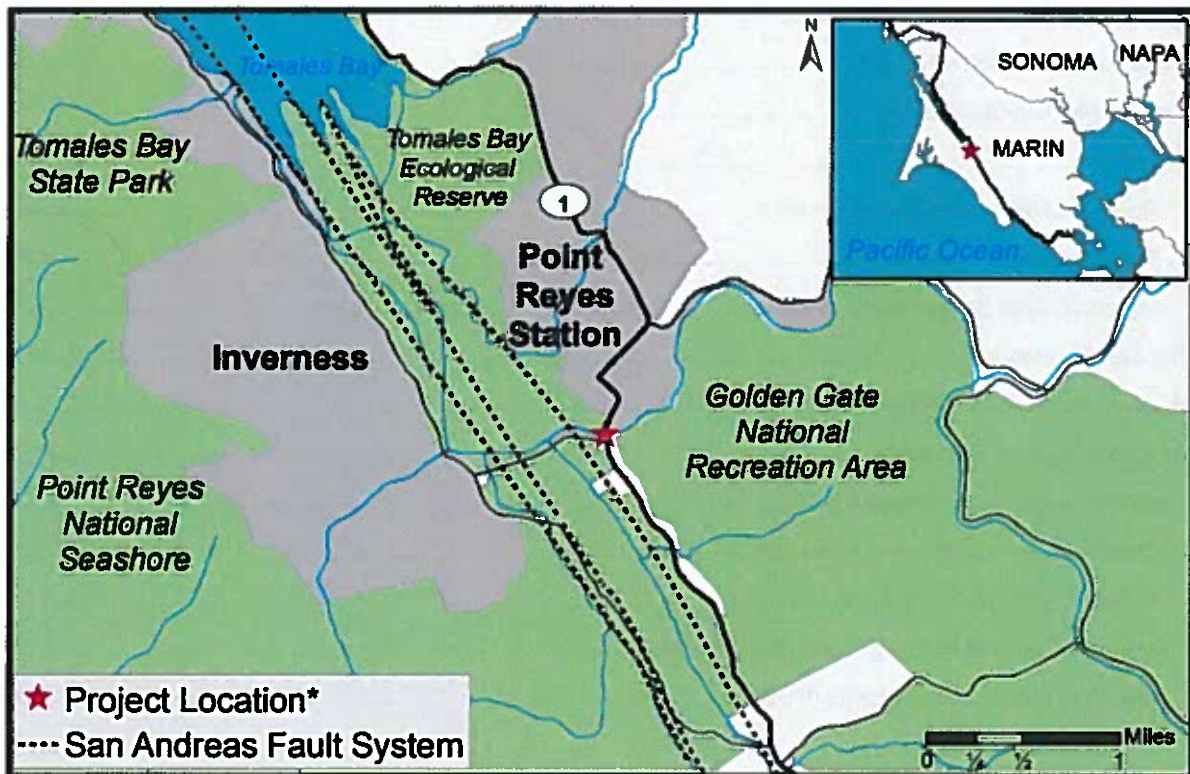
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Appendix A Public Involvement Report



SCOPING SUMMARY REPORT

LAGUNITAS CREEK BRIDGE PROJECT



MRN-1-PM 28.5 | EA: 04-OG642 | PROJECT ID: 041300035

SEPTEMBER 3, 2015

CALTRANS

111 Grand Avenue | Oakland, CA 94612

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EXECUTIVE SUMMARY

PURPOSE OF SCOPING SUMMARY REPORT

The goal of the Lagunitas Creek Bridge Scoping Report is to summarize and understand the range of concerns and issues received during the public scoping comment period for the proposed Lagunitas Creek Bridge Project. This final report summarizes comments received from regulatory agencies, organized interested groups, and members of the public. The public scoping process will be documented in the environmental technical reports and Environmental Impact Report/Environmental Assessment (EIR/EA) and help direct our environmental studies for the proposed Lagunitas Creek Bridge Project.

INTRODUCTION

LAGUNITAS CREEK BRIDGE PROJECT

The California Department of Transportation (Caltrans) proposes a seismic upgrade to the Lagunitas Creek Bridge on State Route 1 (SR 1) near Point Reyes Station in Marin County. Based on several years of maintenance, structural assessment surveys, and the current seismic design requirements, Caltrans has determined that the bridge structure must be upgraded.

Lagunitas Creek is the main stem of the largest watershed in Marin County and is considered important habitat for multiple federal and state special-status species. A short distance northwest of the bridge, Lagunitas Creek empties into Tomales Bay, which is located on the San Andreas Fault. The San Andreas Fault is an active fault that has caused several strong earthquakes in northern California.

The current Lagunitas Creek Bridge serves as the main entry point into Point Reyes Station from the south. It is an important connection for emergency services to and from Point Reyes Station, as well as for accessing other services within the community. The Lagunitas Creek Bridge is located just north of a "T" intersection of SR 1 with Sir Francis Drake Boulevard (also referred to as Levee Road). Sir Francis Drake Boulevard extends west from SR 1 toward Point Reyes National Seashore and then north towards the community of Inverness (see Figure 1).

The Lagunitas Creek Bridge was built in 1929. It is 32 feet wide and 152 feet long. The existing bridge is made up of three spans. The first and third spans consist of reinforced concrete T-beam structures that span 25 feet from the roadway abutments to pile-supported piers located in the creek channel. The middle 100-foot-long span is a steel pony truss that is supported by the two piers in the creek. The abutments sit on spread footings. The bents are founded on piles of unknown depth and strength.

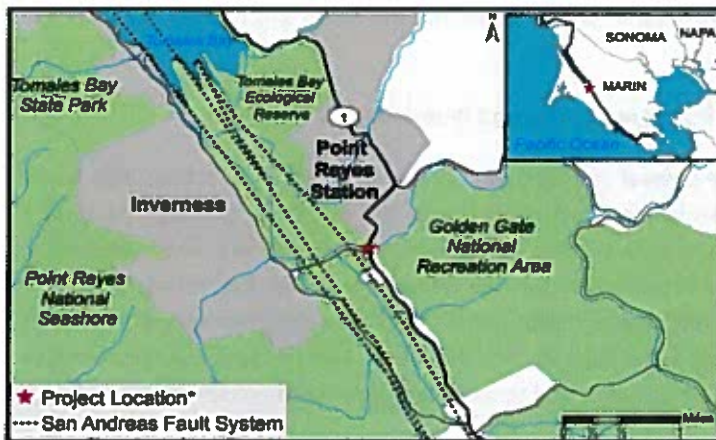


FIGURE 1. PROJECT LOCATION: LAGUNITAS CREEK BRIDGE

PROJECT PURPOSE AND NEED

The purpose of the proposed Lagunitas Creek Bridge Project is to provide a safe, seismically stable, crossing over the Lagunitas Creek on SR 1 in Marin County. The need for the Lagunitas Creek Bridge is as follows:

1. The Lagunitas Creek Bridge is a Vital Connection in Marin County Which Must be Maintained.

The bridge site is located immediately east of the San Andreas Fault and is susceptible to very strong earthquake ground motions. Seismological analysis of the bridge site has determined that the existing structure could be subjected to lateral forces of up to more than 1.5 times the weight of the structure during its remaining life.

The SR 1 passage over Lagunitas Creek Bridge is a major connector for northern Marin County access, including emergency service access, residents, goods and services, and tourism. Travelers between the San Francisco Bay Area and Marin County use SR 1 to travel to the towns of Point Reyes Station, Marshall, Dillon Beach, and Tomales and further north.

2. The Lagunitas Creek Bridge does not Meet Design Standards for Safety, Seismic Resistance, and Current Vehicle Load Weights.

Based on knowledge of building standards of the 1929 period, there are several structural elements of the bridge that are inadequate to address seismic risk consistent with the American Association of State Highway and Transportation Officials (AASHTO) and Caltrans structural design requirements.

The existing structures are supported by piles of unknown depth, which may have insufficient lateral support under earthquake loading. Additionally, the existing pile extensions are not of constant height and may cause uneven and concentrated seismic loading on the structures. The pile extensions to concrete deck connections are inadequate for large seismic displacements. The slope which the structures are sitting on may not be stable, with a possibility for soil loading on the existing structures under large earthquake movements. The current structure does not include any redundant structural elements, and therefore if any key connection is compromised, then the bridge may fail during an earthquake event or high traffic loads.

The current bridge travel lanes are not consistent with safety standards. First, bridge does not include an adequate safety barrier rail. Upgrading the railing would reduce the lanes to 9 feet, which according to current safety design requirements, these narrow lanes would warrant the bridge to be functionally obsolete. Current structural design standards support the commonly used freight delivery trucks. This was not the design standard in 1929. As a result,

the bridge has posted weight limitations that restrict the type of trucks that can cross, which limits movement of goods and services to the communities.

3. The Lagunitas Creek Bridge Shows Incremental Signs of Wear and Deterioration.

The current bridge truss elements have evidence of wear and fatigue. Recent maintenance inspections have found significant amounts of corrosion on steel truss members and connections, and extensive cracking and surface deterioration of the concrete deck on all three spans. Over time, the strength of steel weakens which can lead to cracks, further limiting the amount of weight that can travel over the bridge. The bridge has deteriorated truss support bearings and deficiently reinforced concrete piers and abutments. Out of plan displacements of the trusses and possible foundation instability are anticipated under large earthquake events. Each of these conditions reduce the life of the structure and weaken the bridge, which could lead to its failure under earthquake loading and even everyday use.

PURPOSE OF SCOPING

This Scoping Summary Report summarizes and describes the Caltrans scoping process and comments received during the scoping period. Caltrans will use the comments received during the public scoping period to: (1) identify significant impacts or concerns that should be studied; (2) identify foreseeable problems that may be caused by the alternatives; (3) solicit suggestions for improvements on the alternatives; and (4) solicit suggestions for new viable alternatives. The comments received during the public scoping period are a part of the public record as documented in this Scoping Summary Report. The comments and questions received in the scoping process have been reviewed by Caltrans and will be considered in determining the appropriate project scope to be addressed in future environmental analysis and in the EA/EIR.

SCOPING OVERVIEW

The NEPA and CEQA process provides agencies, organizations, and individuals the opportunity to provide their input regarding the proposed Lagunitas Creek Bridge Project. This section describes the scoping process and how Caltrans provided notice to the public regarding the NEPA and CEQA process and participation in these processes.

NOTICING AND PUBLICITY

Caltrans used several channels of communication to inform responsible agencies, organized groups, businesses, and members of the public about the proposed Lagunitas Creek Bridge Project and seek their input, including: the Notice of Preparation (NOP), flyer mailings, a newspaper advertisement in the Point Reyes Light newspaper, and an open house scoping meeting.

NOTICE OF PREPARATION (NOP)

The NOP was issued to the State Clearinghouse on March 6, 2015. Flyers announcing the NOP were posted at the Point Reyes Post Office, Palace Market, KWMR Radio Station, Perry's Delicatessen, Inverness Library, and two Community Post Boards (located adjacent to Old Western Saloon, Inc. and the Grandi Building). Postcards announcing the NOP were mailed to residents and stakeholders in the project vicinity. To determine which residents held properties within a 1.5-mile radius of the Lagunitas Creek Bridge, Caltrans used Land Vision, a computer software program that can map properties with their associated addresses and owners. There are no guidelines regarding contacting the public for scoping, as it is optional under the California Environmental Quality Act (CEQA), and agencies are only required to send a mailing to anyone who has already filed a written request for a NOP (see CEQA Guidelines 2014 - Section 15082(2)D). Under NEPA, until the Caltrans has determined that an Environmental

Impact Statement (EIS) is warranted, a public scoping period is optional. However, Caltrans decided to inform the community of Point Reyes Station and those living within 1.5 miles of the proposed project. A letter announcing the NOP was sent to local and regional elected officials on March 11, 2015.

A letter announcing the NOP was mailed to the following California agencies: West Marin Chamber of Commerce, Marin Transit, County of Marin, Transportation Authority of Marin, Marin Municipal Water District, County of Marin Public Works, County of Marin Community Development Agency, Association of Bay Area Governments, California Highway Patrol, California Native American Heritage Commission, San Francisco Bay Regional Water Quality Control Board (SFBRWQCB), and State Water Resources Control Board.

SCOPING MEETING OUTREACH

LETTERS

A letter announcing the public scoping process was mailed to the following federal agencies: United States Fish and Wildlife Service (USFWS), United States Army Corps of Engineers (USACE), and National Oceanic and Atmospheric Administration (NOAA).

FLYERS AND NEWSPAPER ADVERTISEMENTS

Caltrans posted a display advertisement announcing the scoping period and the public open house scoping meeting in the Marin Independent Journal on Friday, March 6, 2015, and Monday, March 9, 2015, and in the Point Reyes Light newspaper on Thursday, March 12, 2015, and Thursday, March 19, 2015. The mailing address of Caltrans Branch Chief, Oliver Iberien, was circulated in the public scoping meeting advertisement in the Point Reyes Light newspaper on Thursday, March 12, 2015, and on Thursday, March 19, 2015, in the event that a member of the public wished to submit a comment about the Lagunitas Creek Bridge Project.

E-MAIL ADDRESS

Caltrans established an e-mail address (lagunitas_bridge@dot.ca.gov) for the proposed Lagunitas Creek Bridge Project. Caltrans publicized that the e-mail was available as an additional method for submitting comments on the proposed project in the Point Reyes Light newspaper. Due to an administrative error, a misprint in the e-mail occurred. The error was subsequently corrected to allow for comments to continue to be received.

LAGUNITAS CREEK BRIDGE PROJECT WEBSITE

Caltrans created and publicized information about the proposed Lagunitas Creek Bridge Project through a website. The Lagunitas Creek Bridge project website serves as an additional communicative tool to provide information to the public about the proposed project. The website will remain as a resource for the public for the proposed project and will be used to announce any future meetings. The website is used by Caltrans as a tool to allow the public to provide comments on the proposed Lagunitas Creek Bridge Project, particularly on the range of alternatives, resources, and impacts that should be considered, strategies to minimize these impacts, and related issues, and provide information to the public regarding the project. Information relating to the Lagunitas Creek Bridge Project (i.e., Structural Report, Scoping Displays, and Scoping Factsheet) are available for the public to review and will be continuously updated as new information is available. The Lagunitas Creek Bridge project website can be found at: <http://www.dot.ca.gov/dist4/lagunitascreekbridge/>

PUBLIC SCOPING MEETING

A public scoping meeting was held on Thursday, March 19, 2015, at the West Marin Elementary School (11550 Highway 1, Point Reyes Station, CA 94956) between the hours of 7:00 pm and 9:00 pm. A total of 42 people attended

the public scoping meeting. The comment period was originally a 30-day period ending on April 20th, 2015. However, based on substantial requests, the comment period was extended to June 20, 2015.

The scoping meeting was organized as an open house format, with informational stations displaying exhibit boards staffed by representatives from Caltrans. Representatives from Caltrans (Project Manager: Joy Lee; Structural Engineer: Peter Soin; Branch Chief: Oliver Iberien; and Public Information Officer: Steve Williams) were present to answer questions and collect input from the public. Comment cards were distributed at the meeting, and the public was given the opportunity to submit comment cards at the meeting, fill them out later and mail them to the address listed on the card, or send an e-mail to the project e-mail address (lagunitas_bridge@dot.ca.gov).

COMMENTS RECEIVED DURING THE PUBLIC SCOPING PERIOD

This section summarizes the range of scoping comments received through the public scoping period. The comments received during scoping will be taken into consideration by Caltrans as project planning continues, and may require further coordination with the commenter(s) and/or the relevant organization(s). The summary of comments provided in this section are organized by concerns/issues raised during the scoping period and are arranged in alphabetical order. Caltrans received a total of 78 comment submittals at the meeting, by mail, or by e-mail. Comments were received from regulatory agencies, private organizations and/or non-profit groups, and individuals. The following provides a more detailed review of the comments received, by commenter type and by subject matter. All comments were recorded and will be considered in the development of the environmental evaluation document.

REGULATORY AGENCY COMMENTS

Letters and comments from federal, state, regional, and local agencies, were reviewed and are summarized individually. Agency letters in response to the scoping notification were received from the following agencies: California Coastal Commission (CCC), California Lands Commission (CLC), California Transportation Commission (CTC), California Office of Planning and Research (COPR), Inverness Public Utilities District (IPUD), Marin County Fire Department (Fire Department), North Marin Water District (NMWD), and San Francisco Regional Water Quality Control Board (SFRWQCB). Each entity provided comments consistent with their regulatory role and responsibility.

CALIFORNIA COASTAL COMMISSION (CCC)

The California Coastal Commission (CCC) provided comments to Caltrans regarding biological resources, water quality, visual resources, public access and transportation, environmental hazards, and other considerations.

BIOLOGICAL RESOURCES

The CCC recommended that Caltrans follow the guidelines outlined by the California Coastal Act. Specifically, Section 30230, which requires marine resources be maintained, enhanced, and where feasible, restored and that new development not interfere with biological productivity of coastal waters or the continuance of healthy populations of marine species; Section 30231, which requires the minimization of adverse effects of runoff and alternation of natural streams and maintenance of natural vegetation buffer areas that protect riparian habitat; Section 30233, which prohibits the diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes, unless there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects; Section 30107.5, which defines environmentally sensitive areas; and Section 30240, which requires the protection of environmentally sensitive habitat areas (ESHAs). The CCC also cited the Marin Local Coastal Program (Marin LCP), which includes further protections on stream and wetland resources; including the requirement of stream buffers that include the area covered by riparian vegetation on both sides of the stream and the area 50 feet landward from the edge of the riparian vegetation, totaling no less than 100 feet in

width, on either side of the stream, as measured from the top of the stream banks, and that construction activities be phased to reduce impacts during breeding and nesting periods.

CCC pointed out that the proposed Lagunitas Creek Bridge Project does not meet Section 30233 standards; however, Section 30236 of the California Coastal Act, allows for substantial alterations of rivers and streams shall be under certain circumstances; including flood control projects, public safety projects, and protection of existing development projects.

The CCC identified the Lagunitas Creek Bridge Project area as an ESHA because it supports habitat for California red-legged frog (*Rana draytonii*), California freshwater shrimp (*Syncaris pacifica*), chinook salmon (*Oncorhynchus tshawytscha*), coho salmon (*Oncorhynchus kisutch*), steelhead (*Oncorhynchus mykiss*), tidewater goby (*Eucyclogobius newberryi*), Myrtle's butterfly (*Speyeria zerene myrtleae*), and northern spotted owls (*Strix occidentalis caurina*) in the adjacent riparian or upland habitat.

The CCC's preferred alternative for the bridge replacement project would avoid impacts to the Lagunitas Creek and reduce temporary and permanent impacts to Lagunitas Creek, the riparian area, and adjacent wetlands by locating the bridge piers outside of the creek channel. The CCC identified Alternative 2 or 4, as their preferred alternatives. The CCC requested that Caltrans consider ESHA in a broader context and that the project design plans should avoid ESHAs to the maximum extent feasible.

The CCC requested that Caltrans include watercourses, natural features, and other probable wildlife habitat areas in the permit application, as well as a wetland delineation. The CCC offered to weigh in on any future environmental documents that Caltrans will prepare for the proposed Lagunitas Creek Bridge Project (i.e., draft wetland delineations, sensitive species surveys, wildlife habitat evaluations, and hydrological evaluations, etc.).

WATER QUALITY

The CCC recommended that Caltrans follow the guidelines outlined by the California Coastal Act. Specifically, Section 30232, which protects against the spillage of crude oil, gas, petroleum products, hazardous substances and the preparation of effective containment and cleanup facilities and procedures for accidental spills that do occur, and follow Marin LCP policies on water quality protection. The CCC recommended that erosion control measures should be installed to avoid, minimize, and mitigate construction impacts to Lagunitas Creek.

VISUAL RESOURCES

The CCC recommended that Caltrans follow the guidelines outlined by the California Coastal Act. Specifically, Section 30251, which requires that the scenic and visual qualities of coastal areas be protected. The CCC identified Alternative 2 as the preferred alternative that would be most attuned with the scenic character of SR 1.

PUBLIC ACCESS AND TRANSPORTATION

The CCC recommended that Caltrans follow the guidelines outlined by the California Coastal Act. Specifically, Section 30252, which requires that new development maintain and enhance public access to the coast by facilitating the provision or extension of transit service and by providing non-automobile circulation within the development. The CCC cited Section 30245, which states that the intent of the Legislator is that SR 1 in rural areas of the coastal zone remain a science two-lane road. CCC also recommended that Caltrans follow the Marin LCP, which contains additional policies on transportation, and the accommodation of pedestrian and bicycles traffic, and Caltrans' "SR 1 Repair Guidelines within Marin County" in the design of the Lagunitas Creek Bridge Project. The CCC also requested that Caltrans explore alternatives that maximize access to pedestrian and bicycle traffic.

ENVIRONMENTAL HAZARDS

The CCC cited the Marin LCP, which includes policies on analyzing and mitigating environmental hazards which require that coastal development permit applicants submit a report from a registered civil or structural engineer to briefly describe the potential environmental hazards of the project. CCC's preferred alternative for the Lagunitas Creek Bridge Project would be a project that reduces risk from environmental hazards related to sea level rise on Lagunitas Creek.

CALIFORNIA STATE LANDS COMMISSION (CSLC)

California Lands Commission (CSLC) provided comments to Caltrans regarding the Lagunitas Creek Bridge Project. CSLC requested that they be consulted on preparation of the draft EIR. CSLC suggested that Caltrans include a thorough project description in the draft EIR. CSLC also recommended that a draft EIR disclose any special-status species and consult with the appropriate resource agencies (i.e., CDFW and USFWS) and include any mitigation measures. Additionally, CSLC recommended that the draft EIR include an evaluation of noise and vibration impacts on species that inhabit the project area and recommends working early with the resource agencies (i.e., CDFW, USFWS, and NMFS) to minimize impacts to species attributed to project activities. CSLC also recommended that Caltrans consult with Bay Area Air Quality Management District regarding appropriate greenhouse gas analysis and CEQA thresholds for the project. CSLC recommended that Caltrans incorporate a discussion in the draft EIR that discusses the project as it relates to climate change and sea level rise.

CSLC also recommended that the draft EIR should include that the title to all abandoned shipwrecks, archeological sites, and historic or cultural resources on or in the tide and submerged lands of California is vested in the State and under the jurisdiction of the CSLC. The CSLC request that Caltrans consult with Assistant Chief Counsel, Pam Griggs, should any cultural resources be located during demolition and construction. CSLC also requested that Caltrans add a mitigation measure to be contacted if any cultural resources are found.

CSLC also suggested that Caltrans determine recreational uses of the creek and whether the proposed Lagunitas Creek Bridge Project will impact their uses and suggested incorporating mitigation measures in the draft EIR. CSLC also suggested that mitigation measures be specific, feasible, and enforceable obligations, or should be presented as formulas containing performance standards which would mitigate there significant effect of the project and which may be accomplished in more than one way. Finally, CSLC requested that the draft EIR describe Caltrans best management practices (BMPs) to avoid, or minimize impacts attributed to project activities.

CALIFORNIA TRANSPORTATION COMMISSION (CTC)

California Transportation Commission (CTC) had no comments for Caltrans, but wanted to be notified as a Responsible Agency in any future developments.

CALIFORNIA OFFICE OF PLANNING AND RESEARCH (COPR)

The California Office of Planning and Research (COPR) acknowledged that Caltrans complied with the State Clearinghouse review requirements for draft environmental review documents.

INVERNESS PUBLIC UTILITIES DISTRICT (IPUD)

The Inverness Public Utility District (IPUD) requested that traffic management via traffic lights be managed to allow for emergency response vehicles. The Inverness Public Utility District also requested to have the ability to override traffic signals during emergency situations. Concerns over saltwater intrusion attributed were also raised by the IPUD, requesting that Caltrans incorporate protection from saltwater instruction in the final design plans for the proposed Lagunitas Creek Bridge Project.

MARIN COUNTY FIRE DEPARTMENT (FIRE DEPARTMENT)

The Marin County Fire Department (Fire Department) had concerns regarding the installation of a 1-lane temporary bridge with traffic controls. A lack of a temporary bridge would increase emergency response times to locations south of the Lagunitas Creek Bridge provided by the only paramedic ambulance service located on SR 1 in west Marin.

North Marin Water District (NMWD)

The North Marin Water District (NMWD) provided a comment regarding an active 8-inch potable water distribution main that is supported on the existing bridge. The NMWD would like to have any new bridge design accommodate the water main.

SAN FRANCISCO REGIONAL WATER QUALITY CONTROL BOARD (SFBRWQCB)

The San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) emphasized the need to minimize impacts on the stream, riverine shoreline, water quality, and species dependent on the riparian ecosystem. It was recommended that the proposed project should minimize impervious surfaces, avoid impacting the floodplain, and remain out of the creek. Additionally, it was recommended that the new bridge design should accommodate projected sea-level rise and keep a high soffit to avoid stream-transported debris reaching the bridge. The environmental document should disclose and analyze the effects of construction noise, provide a greenhouse gas assessment [consistent with Assembly Bill (AB) 32], and conduct a cultural resource analysis. Finally, where impacts cannot be avoided, SFRWQCB requested that Caltrans demonstrate efforts to mitigate as close to the area of impact as possible.

ORGANIZED INTEREST GROUP COMMENTS

Letters and comments from interest groups were reviewed and are summarized by interest group. Interest groups that provided comments included: Inverness Association, Inverness Ridge Association (IRA), Point Reyes Station Village Association (PRVA), Save Our Seashore (SOS), Mainstreet Moms (MMOB), Marin Audubon Society, West Marin Chamber of Commerce, and West Marin Senior Services.

INVERNESS ASSOCIATION

The Inverness Association, a non-profit organization, suggested that Caltrans evaluate and fully consider repairing or retrofitting the current Lagunitas Creek Bridge. Additionally, The Inverness Association suggested that an emergency response medical transport vehicle should be stationed at the Inverness firehouse for the duration of the project to ensure uninterrupted emergency responses to the community. Finally, the Inverness Association suggested that Caltrans conduct a traffic study to fully assess the social and economic costs of the proposed Lagunitas Creek Bridge Project and include these findings in the draft EIR.

INVERNESS RIDGE ASSOCIATION (IRA)

The Inverness Ridge Association, Inc. (IRA), a non-profit organization, recommended that Caltrans should: (1) reconsider alternatives to the replacement of the bridge and seek additional consultation regarding the feasibility of a retrofit; (2) take into account the congestion issues at SR 1 and Sir Frances Drake Boulevard and the importance of this route for emergencies response vehicles; (3) maintain two-way traffic at all times; and (4) devise a short-term approach that would not impact local businesses and create financial hardship on local businesses.

POINT REYES STATION VILLAGE ASSOCIATION (PRVA)

The PRVA requested Caltrans evaluate an alternative that can repair and/or maintain the current Lagunitas Creek Bridge and provided several reasons on why they oppose a replacement alternative and favor a repair and/or

maintenance project alternative. The PRSVA were primarily concerned with the potential impacts caused by a new bridge replacement on traffic by residents and visitors, the cumulative economic impacts, negative impacts to emergency services, impacts to bicycles, pedestrians, and the historic character of Point Reyes. Additionally, the PRSVA requested that Caltrans commission an independent engineering study to evaluate the viability of repairing, restoring, maintaining the current Lagunitas Creek Bridge: (1) to achieve better seismic safety; (2) conduct a traffic study of the impact to motor vehicle traffic during any seismic safety upgrade to Lagunitas Creek Bridge; and (3) conduct an environmental impact study of the surrounding ecosystems during the Lagunitas Creek Bridge Project seismic safety upgrade.

SAVE OUR SEASHORE (SOS)

Save Our Seashore (SOS), a non-profit organization, provided comments on the proposed Lagunitas Creek Bridge Project. SOS suggested that Caltrans minimize short and long-term impacts to the ecologically sensitive area of Lagunitas Creek and its surroundings. SOS suggested that Caltrans conduct a fluvial-geomorphological study to help evaluate future conditions. Additionally, SOS recommended that Caltrans conduct several traffic studies at varying locations (i.e., SR 1 and Sir Frances Drake Boulevard) to resolve congestion problems.

MAINSTREET MOMS (MMOB)

The Mainstreet Moms (MMOB), a non-profit organization, requested that the comment period be extended and that a study of a retrofit alternative be conducted. Additionally, MMOB had comments regarding the bridge design, the scope of the project, temporary bridge, and stakeholders to include in any future notifications. MMOB suggested that the height limitation of Alternative 2 could pose a problem for farm/ranch vehicles and emergency response vehicles. Additionally, concerns were raised regarding the installation of a second sidewalk on the new bridge, the need to accommodate pedestrians, bicycles, and horses, the need for a reduction in the speed limit to 25 miles per hour, sea-level rise considerations, and maintaining the characteristic of the current bridge with the green color.

The concerns raised by MMOB were regarding the culverts on either side of the bridge, and how the new design will incorporate them; the inclusion of a safe transition from the roadway into the bridge; and the safety of vehicles, pedestrians, bicycles, and horses at the SR 1 and Sir Frances Drake Boulevard intersection.

Finally, MMOB raised several concerns regarding a temporary bridge and the potential impacts to the community. MMOB suggested that Caltrans conduct traffic studies to evaluate traffic during the weekend and holidays. Additionally, MMOB suggested that Caltrans install signalized traffic control at the temporary bridge, and other road signage to notify visitors of any potential traffic delays.

MARIN AUDUBON SOCIETY

The Marin Audubon Society, a non-profit organization, requested that the draft EIR include existing conditions, detailed design plans and descriptions, staging areas, the project need, potential project impacts, detailed analysis of potential impacts, identification of resources and species, and mitigation measures that would be taken to negate impacts to resources.

WEST MARIN CHAMBER OF COMMERCE

The West Marin Chamber of Commerce suggested that Caltrans conduct more research on the alternatives because the replacement of the bridge would have negative effects on local residents; especially those located adjacent to the bridge, businesses, and visitors to the Point Reyes Station, Point Reyes Seashore, and other SR 1 users.

Several commenters requested that a bridge replacement alternative be evaluated to reduce negative impacts attributed to construction times associated to building a new bridge. Evaluate the intersection of SR 1 and Sir Frances Drake Boulevard in a traffic study to evaluate traffic congestion south of the Lagunitas Creek Bridge.

WEST MARIN SENIOR SERVICES

The West Marin Senior Services, a non-profit organization, voiced their concerns regarding the potential impacts of the proposed Lagunitas Creek Bridge Project and the impacts that it might have on their ability to deliver meals to the elderly of the community and its surroundings. The primary concerns that the West Marin Senior Services were traffic, the impacts of a temporary 1-lane route, and bridge safety design. The West Marin Senior Services inquired about the possibility of a shorter construction time; financial compensation possible to purchase property so that a two-lane diversion is possible; a traffic analysis; and if the traffic analysis has been conducted, they would like to review the study's findings.

BUSINESS INTERESTS COMMENTS

Letters and comments from businesses have been reviewed and are summarized in a list of topics mentioned the mostly frequently. Businesses that provided comments included: Abalone Inn, Bovine Bakery, Ebbin Moser & Skaggs LLP, North Bay Seismic Design, Point Reyes Animal Hospital, Point Reyes Farmers Market, West Marin Chamber of Commerce, and West Marin Pharmacy.

Several businesses identified traffic as a primary concern. Some businesses requested that Caltrans conduct a traffic management plan and evaluate the safety issues that occur on SR 1 and Sir Frances Drake Boulevard. Several businesses also suggested that Caltrans reconsider a 1-lane temporary bridge, as it would be detrimental to the businesses located at Point Reyes Station and the surrounding areas, especially during the weekend and on holidays. One business suggested that if construction is necessary, the preferred construction schedule would be from November to May.

Many businesses also suggested that Caltrans maintain a similar character of the bridge to help preserve the town's architecture, cultural, and historic nature; the size, color, and footprint of the Lagunitas Creek Bridge were all areas that commenters suggested Caltrans maintain.

Some businesses also voiced their concerns regarding the impacts that the proposed Lagunitas Creek Project would have on the environment and the fragile ecosystem. Several businesses also expressed concerns regarding, air and noise pollution. Some businesses also suggested that Caltrans consult with North Bay Seismic Design, a local structural engineer.

Several businesses voiced their concerns regarding the loss of revenue as a result of construction activities; the length of construction time was of particular concern. Additionally, the local veterinary clinic had several concerns which included the noise and access (lack of) impacts that would result from construction activities.

One business suggested that Caltrans should consider a retrofit alternative and provided Caltrans with several examples of retrofit options used for other Caltrans bridge retrofit projects. The business suggested that Caltrans correct the current Lagunitas Creek Bridge deficiencies and use, in conjunction, state-of-the-art approaches that would result in less disruption to the area. It was also recommended that Caltrans conduct any project activities out of the creek (i.e., no new piers, no removal of existing piers) and any replacement alternative span clear of the creek. Concerns were also expressed regarding the creek ecosystem and the species that inhabit the creek system (i.e., salmon and steelhead).

PUBLIC COMMENTS

Letters and comments from members of the public have been reviewed and are summarized in a list of topics mentioned the most frequently.

PRIMARY CONCERNS/ISSUES RAISED DURING THE SCOPING COMMENT PERIOD

RETROFIT ALTERNATIVE

Many commenters expressed that they wanted more information regarding a retrofit alternative in the form of a study. Commenters also requested that Caltrans provide additional information on the structural vulnerabilities of the current Lagunitas Creek Bridge while investigating the possibility of retrofitting the existing Lagunitas Creek Bridge. Several commenters also suggested that Caltrans coordinate with a local structural engineer.

Concerns associated with a retrofit alternative included the following:

1. *Traffic delay.* Several commenters suggested that a retrofit of the current bridge would reduce the potential of traffic delays associated to construction activities because the use of the current bridge could be maintained during a retrofit. Some commenters believe that use of the bridge could be maintained during the retrofit. Several commenters also added that the potential for traffic delay associated with building a new bridge, which would require detouring traffic onto a temporary bridge (originally proposed as a 1-lane temporary bridge), would be reduced if a retrofit alternative were implemented.
2. *Maintain existing scale.* Some commenters like the scale of the current bridge, (with an overall outside width of 32 feet, two narrow 11-foot lanes, and 1-foot shoulders), the green color, and the aesthetics of the bridge steel truss. A few commenters mentioned that the current bridge helps define the entry into Point Reyes Station, creates a traffic calming effect, and communicates a rural image. For these reasons, commenters noted they would like to preserve the current bridge. Some comments also mentioned that sidewalks and bicycle lanes are not available on either end of the bridge, and therefore the bicycle and pedestrian accommodation would only be needed on the downstream side of the bridge, where it currently is.
3. *Shorter construction duration.* Several commenters expressed concern over the potential 3-year construction period, and communicated that the overall duration of construction would be shorter under a retrofit alternative. The commenters also cited potential economic potential hardships from the effect of the construction period on tourism by restricting access to and from Point Reyes Station and Olema as potential hardships to the community, and impaired accessibility of emergency access vehicles.
4. *Reduce right-of-way impacts.* Under the bridge replacement alternatives, the temporary bridge is proposed on the east/upstream side of the current bridge, and would affect two adjacent properties. A retrofit alternative was suggested in concert with avoiding property acquisition for a temporary bridge placement.

MINIMIZE CONSTRUCTION DURING WEEKENDS AND HOLIDAYS

Several commenters voiced their concerns regarding the potential impacts of the proposed Lagunitas Creek Bridge Project on the community and local businesses. Specifically, commenters expressed concerns about the effects of construction to an area that is already experiencing traffic issues on weekends and holidays from tourists and SR 1 users.

TEMPORARY 1-LANE ROAD

Several commenters were concerned about the possible traffic impacts that the proposed Lagunitas Creek Bridge Project could cause for Point Reyes Station, and other communities that surround it. More specifically, many

commenters expressed concerns regarding the option of a temporary 1-lane road. Commenters also expressed that having a 1-lane for 2-3 years along SR 1 would cause negative impacts to the community, businesses, and emergency vehicle (i.e., fire trucks and ambulances) access.

SR 1 AND SIR FRANCES DRAKE BOULEVARD

Concerns were raised by several commenters regarding the intersection located at SR 1 and Sir Frances Drake Boulevard. Members of the community suggested that Caltrans install a temporary and/or permanent 3-way stop sign, or a temporary and/or permanent traffic signal light at this intersection. The safety concerns that were mentioned by commenters included: (1) the lack of sight distance south of the Lagunitas Creek Bridge at SR 1 and Sir Francis Drake Boulevard; (2) the conditions of the curves near the bridge; and (3) the heavy traffic volume attributed to weekend and seasonal tourism. Some commenters also recommended lowering the speed limit on the bridge to 25 miles per hour.

EMERGENCY SERVICES

A number of commenters expressed their concerns regarding access to emergency services because the Lagunitas Creek Bridge plays a significant role in connecting the west shore of Tomales Bay to emergency services located east in Point Reyes Station. Some commenters suggested that Caltrans build a temporary emergency services hub to ensure uninterrupted emergency responses to the community and the surroundings during construction.

TOWN OF POINT REYES

Some commenters expressed their concerns regarding impacts to the town of Point Reyes. More specifically, concerns were voiced regarding parking on both sides of the street, current traffic congestion, and foot traffic on SR 1 in the town of Point Reyes.

HUMAN ENVIRONMENTAL ISSUES AND CONCERNS

Some commenters expressed concerns regarding the potential effects of the proposed Lagunitas Creek Bridge Project on the human environment. Several commenters suggested that Caltrans minimize impacts on adjacent property owners, including a veterinary clinic. Some commenters voiced their concerns regarding the noise impacts attributed to construction activities would impact local businesses. More specifically, the veterinary clinic was a primary concern for local residents, as noise concerns that could potentially affect the animals located in the veterinary clinic. Additionally, one commenter expressed concerns regarding a property owner and the loss of their garden and requested that Caltrans replace the property owner's garden if it needed to impact it.

CHARACTER OF THE LAGUNITAS BRIDGE

Several commenters suggested that Caltrans should maintain the current character and scale of the Lagunitas Creek Bridge. Some commenters suggested that Caltrans keep the green color of the bridge. Other commenters suggested that Caltrans paint a new bridge to make it look aged, to help maintain the historic nature of the bridge. Several commenters requested that Caltrans maintain a narrow structure and have a cantilevered sidewalk to reduce the visual impacts of a new bridge.

CONSTRUCTION PERIOD LENGTH

Several commenters suggested that Caltrans keep the construction period short to minimize impacts on traffic and effects on tourism and the business community.

PHYSICAL ENVIRONMENT ISSUES AND CONCERNS

Several commenters suggested that Caltrans minimize construction surrounding the sensitive wetland and riparian habitats surrounding Lagunitas Creek and the species they support.

PROJECT ALTERNATIVES

The majority of commenters expressed their preference to evaluate a retrofit alternative. The majority of commenters that had selected a preferred alternative, preferred Alternative 1. Several commenters also preferred Alternative 3, primarily citing the shorter construction period. Several commenters expressed concerns over the height limitations of Alternative 2.

SEA-LEVEL RISE

Several commenters expressed their concerns about sea-level rise and suggested that Caltrans plan for the changes associated with sea level rise over time.

EXTEND THE COMMENT PERIOD

Several commenters requested that Caltrans extend the comment period. Caltrans responded to members of the community and extended the comment period an additional 30 days.

FUTURE STAKEHOLDERS

Several commenters provided input on other stakeholders who should be invited to participate in subsequent discussions or presentations on the project. Each commenter and suggested stakeholder have been added to the list of contacts for future notification efforts, they are as follows:

Regulatory Agencies

- California Coastal Commission
- California Lands Commission
- California Transportation Commission
- Inverness Public Utilities Department
- Marin County Fire Department
- North Marin Water District
- Office of Planning and Research: State Clearinghouse and Planning Unit
- San Francisco Bay Regional Water Quality Control Board

Organized Groups

- Marin Audubon Society
- Farm Bureau
- Inverness Association
- Inverness Ridge Association
- MainStreet Moms
- Olema Village Association
- Point Reyes Seashore Ranchers Association
- Point Reyes Village Association
- Save our Seashores
- Shoreline Unified School District
- SPAWN
- West Marin Chamber of Commerce
- West Marin Senior Services
- West Marin Stagecoach

Business Interests

- Abalone Inn
- Bovine Bakery
- Ebbin Moser & Skaggs LLP (Moser, D.)
- North Bay Seismic Design

Point Reyes Animal Hospital
Point Reyes Farmers Market
West Marin Chamber of Commerce
West Marin Pharmacy

Members of the Public

Arndt, L.
Axelrod, L.
Bannerman, P.
Bartlett, J.
Bennett, G.
Binzen, W.
Brown, K.
Brownback Curth, D.
Craven, S.
Deutsch, B.
Dorinson, C.
Durrik, M.
Eckart, C.
Fernandez, J.
Fox, J.
Friedman, C.
Friefeld, W.
Gaman, B.
Hayes Handwovens, S.
Higgins, C.
Jackson, M.
Johnson, B.
Kent, T.
Kirschman, R.
Kubik, B. and Whitman, C.
Larkin, D.
Landreth, L.
Lee, J.
Levin, K.
Lish, C.
Livingston, D.
Livingston, M.
Loeb, B.
Mazur, V.
Mc Claskey, M.
Mc Isaac, E.
Meghrouni-Brown, A. and J.
Mery, C.
Morgan, M.
Pincetich, C.
Quinn, J.
Quinn, T.
Ridge, M.

Ridge, R.
Ruggiero, C.
Steinburg, R.
Stingle, S.
Stone, M.
Switzer, M.
Taylor, T.
Taylor, J.
Van Der Wal, S. and J.
Vitale, A.
Wagner, R.
Zook, S.

FUTURE STEPS IN THE ENVIRONMENTAL PLANNING PROCESS

The public scoping process for the proposed Lagunitas Creek Bridge Project provided the opportunity for Caltrans to understand several concerns and/or issues expressed from regulatory agencies, elected officials, organized interested groups, and members of the public. In response to the scoping comments, Caltrans has had the opportunity to develop several studies to evaluate some of the key issues addressed during the public scoping period. The next steps in the environmental planning process is as follows:

- **Draft EIR and EA.** A draft EIR is a CEQA report and the Environmental Assessment is the NEPA report. For the Lagunitas Creek Bridge Project, these documents will be combined. The document will contain the project need, the alternatives analysis process and a detailed description of the alternatives evaluated in the EIR/EA as well as a review of existing conditions, impacts and mitigation, and other environmental related topics.
- **Draft EIR/EA Public Review Period.** Once the Draft EIR/ EA is published, the public review period provides an opportunity for agencies and the public to submit comments to Caltrans on the content of the Draft EIR/EA.
- **Draft EIR/EA Public Meeting.** During the public review period, a public meeting will be held to hear concerns and questions regarding the proposed Lagunitas Creek Bridge Project and the Draft EIR/EA.
- **Final EIR/EA.** A final environmental document will report addresses comments received during the public scoping period.
- **Certification of Final EIR and Project Decision.** Caltrans will certify that an EIR/EA is being prepared pursuant to CEQA/NEPA and will issue a Notice of Decision (NOD). A 30-day appeal period will follow.

PUBLIC PARTICIPATION

As part of acquiring additional information from the public regarding the proposed Lagunitas Creek Bridge Project, Caltrans continues to solicit input from regulatory agencies, elected officials, organized interested groups, and members of the public concerned with the proposed Lagunitas Creek Bridge Project. In early fall 2015, Caltrans will be holding a second public meeting to facilitate cooperation and partnership regarding proposed Lagunitas Creek Bridge Project.

Caltrans welcomes comments throughout the environmental process. Comments may be submitted by either mailing comments to the Lagunitas Creek Bridge PO Box (California Department of Transportation, Office of

Environmental Analysis, Attn: Oliver Iberien, P.O. Box 23660, Oakland, CA 94623), or by e-mailing comments to the Lagunitas Creek Bridge Project e-mail address (lagunitas_bridge@dot.ca.gov).

Appendix B Potential Impacts to Coastal Resources

Appendix B Potential Impacts to Coastal Resources

Table B-1 Potential Impacts to Coastal Resources

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
<p>Wetlands</p> <p>Coastal Act Section 30230. Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreation, scientific, and educational purposes.</p>	<p>The proposed project would have unavoidable impacts to wetlands and other waters of the U.S. and state. In terms of wetlands, all Build Alternatives would have less than 0.01 acre of temporary impacts on wetland for bridge construction. In addition, all Build Alternatives would have less than 0.01 acre of permanent and less than 0.02 acre of temporary impacts to wetlands for culvert extension. Construction of the bridge would not have permanent impacts on wetlands.</p>
<p>Coastal Act Section 30231. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</p>	<p>In terms of wetlands, all Build Alternatives would have less than 0.01 acre of temporary impacts on wetland for bridge construction. In addition, all Build Alternatives would have less than 0.01 acre of permanent and less than 0.02 acre of temporary impacts to wetlands for culvert extension. Construction of the bridge would not have permanent impacts on wetlands.</p>
<p>Coastal Act Section 30233 (in relevant part).</p> <p>(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following: (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities. (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps. (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities. (4) Incidental public</p>	<p>Pursuant to Section 30233 and LCP (page 136), fill of wetlands and open coastal waters may only be allowed for a very limited number of uses, such as coastal-dependent facilities, incidental public services, restoration, and nature study. The proposed bridge replacement project is not an "allowed use" under Section 30233 or LCP (page 136). Several alternatives have been evaluated and no other design or siting alternative is feasible that meets the purpose and objectives of the project without impacts to wetlands or waters of the U.S. and state. Impacts have been avoided to the maximum extent feasible and mitigation measures have been provided to minimize adverse environmental effects, including the reseeding and restoration of all disturbed areas of wetland and other waters of the U.S. and state within the project site. Habitat enhancements such as large in-stream woody debris are planned during stream bank reconstruction within other waters of the U.S.</p>

Table B-1 Potential Impacts to Coastal Resources

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
<p>service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines. (5) Mineral extraction, including sand for beaches, except in environmentally sensitive areas. (6) Restoration purposes. (7) Nature study, aquaculture, or similar resource dependent activities....</p>	<p>and state. Offsite restoration efforts to offset project impacts to wetlands and other waters of the U.S., if needed, will be coordinated during the design phase of this project.</p>
<p>Marin County LCP</p> <p>Natural Resource Policy 4: Wetlands (in relevant part) Wetlands in the Unit II coastal zone shall be preserved and maintained, consistent with the policies in this section, as productive wildlife habitats, recreational open space, and water filtering and storage areas. Land uses in and adjacent to wetlands shall be evaluated as follows:</p> <p>a. Diking, filling, and dredging of wetlands shall be permitted only in conformance with the policies contained in the LCP on this subject, presented on page 136.</p> <p>e. As part of the application for a coastal development permit on any parcel adjacent to Tomales Bay, except where there is no evidence of wetlands pursuant to the Coastal Commission's guidelines, the applicant shall be required to submit supplemental biological information prepared by a qualified ecologist at a scale sufficient to identify the extent of the existing wetlands, based on Section 30121 of the Coastal Act and the area of the proposed buffer areas.</p> <p>LCP Page 136: The diking, filling, and dredging of open coastal waters, wetlands, and estuaries shall be limited to the following purposes:</p> <p>a. New or expanded commercial fishing facilities. b. Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps. c. Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines. d. Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.</p> <p>e. Restoration purposes. f. Nature study, aquaculture, or similar resource-dependent activities. g. Excluding wetlands, new or expanded boating facilities may be permitted. Only entrance channels or connecting walkways for new or expanded boating facilities shall be permitted in wetlands.</p>	<p>Water quality AMMs are provided in Section 2.2.2 to minimize adverse effects of stormwater runoff pollution, erosion and sedimentation to preserve natural vegetation. The project is consistent with the Coastal Act and LCP with respect to wetlands and waters of the U.S. and state.</p>

Table B-1 Potential Impacts to Coastal Resources

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
<p>Agricultural Resources</p> <p>Coastal Act Section 30241. <i>The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:</i></p> <p>(a) <i>By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.</i></p> <p>(b) <i>By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.</i></p> <p>(c) <i>By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.</i></p> <p>(d) <i>By developing available lands not suited for agriculture prior to the conversion of agricultural lands.</i></p> <p>(e) <i>By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.</i></p> <p>(f) <i>By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands.</i></p> <p>Coastal Act Section 30242: <i>All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.</i></p> <p>Coastal Act Section 30113: <i>"Prime agricultural land" means those lands defined in paragraph (1), (2), (3), or (4) of subdivision (c) of Section 51201 of the Government Code.</i></p> <p><i>California Government Code Section 51201(c) includes: (1) a rating as class I or class II in the Natural Resource Conservation Service Land use capability classifications; (2) a rating 80 through</i></p>	<p>The project site contains, in part, soil that is classified by Natural Resources Conservation Service as farmland of statewide importance (Blucher-Cole complex, 2 to 5 percent slopes). This soil classification meets Coastal Act definition of prime agricultural land under the Coastal Act. However, agriculture does not currently occur within the project site and could not feasibly occur because the project site is developed with transportation, urban, and open space land uses. In addition, the project site is not within the agricultural production zone as defined in the LCP. The project would require the conversion of 0.01 acre (under 1,000 square feet.) of open space to transportation use.</p> <p>Coastal Act policies limit the conversion of agricultural land to instances where agriculture is no longer feasible, where the viability of existing agricultural use is already severely limited by conflicts with urban uses, or where conversion of agricultural lands would complete a logical neighborhood and contribute to the establishment of a stable limit to urban development or would concentrate development in urban areas.</p> <p>Because the project site is developed, it does not contain land in agricultural use, and does not occur within the LCP agricultural production zone, the project is consistent with the Coastal Act and LCP with respect to agricultural resources.</p>

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Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
<p>100 in the Storie Index Rating; or (3) the ability to support livestock used for the production of food and fiber with an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture; or (4) the ability to normally yield in a commercial bearing period on an annual basis not less than two hundred dollars (\$200) per acre of unprocessed agricultural plant production of fruit- or nut-bearing trees, vines, bushes or crops which have a nonbearing period of less than five years.</p> <p>Marin County LCP Policies on Agriculture</p> <p>1. General policy. (in relevant part)</p> <p>The County's LCP policies are intended to permanently preserve productive agriculture and lands with the potential for agricultural use, foster agricultural development, and assure that non-agricultural development does not conflict with agricultural uses or is incompatible with the rural character of the County's coastal zone.</p> <p>2. Agricultural Production Zone. (in relevant part). To implement the goals stated in Policy #1 above, the County shall adopt a planned district zone for all privately owned lands in the Unit II coastal zone currently zoned A-60 or other agricultural zoning district, such as A-20, which are outside of the community expansion boundaries identified in the LCP. The planned district zone shall be known as the Agricultural Production Zone (APZ) and shall have a maximum density of 1 unit per 60 acres.</p>	
<p>Public Access and Recreation</p> <p>Coastal Act Section 30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.</p> <p>Coastal Act Section 30212. (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.</p>	<p>The proposed project would improve coastal access by increasing reliability, efficiency, and safety of Lagunitas Creek Bridge on SR 1. Build Alternatives would improve seismic safety of the bridge and vehicular, bike, and pedestrian access. They would provide facilities consistent with Americans with Disabilities Act and the Safe Routes to School Program. Under Alternatives 2a, 3a, 4a, and 4b, construction will temporarily impact public access to the bridge for up to 1 year. Under Alternative 2b, construction will temporarily impact public access for up to 3 years. However, a number of measures would be put into place to provide information about alternate routes and to provide alternate means of transportation. Though the project would convert less than 0.01 acre of Whitehouse Pool Park to transportation use, the completed project would not alter access to recreational uses of Whitehouse Pool Park or Lagunitas Creek. The completed project would enhance local and regional access to recreation</p>

Table B-1 Potential Impacts to Coastal Resources

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
<p>Coastal Act Section 30214. (a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following: (1) Topographic and geologic site characteristics. (2) The capacity of the site to sustain use and at what level of intensity. (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses. (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter. (b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution.</p> <p>Coastal Act Section 30220. Protection of certain water-oriented activities Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.</p> <p>Coastal Act Section 30223. Upland areas. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.</p> <p>Coastal Act Section 30224. Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.</p> <p>Coastal Act Section 30252. The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5)</p>	<p>consistent with the policies of the Coastal Act and LCP.</p>

Table B-1 Potential Impacts to Coastal Resources

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
<p>assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.</p> <p>Marin County LCP</p> <p>Policy and elements of Public Access Component (in relevant part). There are three methods by which the policies of these sections will be implemented in the County's Public Access Component:</p> <p>a. Existing accessways. The LCP recognizes existing public accessways in Unit II, both public and private, as an integral part of the County's overall access program. These accessways, identified in Table 1 on page 6, should be maintained open to the public. [accessways listed include Whitehouse Pool Park].</p> <p>Policies on Recreation and Visitor-Serving Facilities. 1. General policy. The County of Marin supports and encourages the enhancement of public recreational opportunities and the development of visitor-serving facilities in its coastal zone. Such development must, however, be undertaken in a manner which preserves the unique qualities of Marin's coast and which is consistent with the protection of natural resources and agriculture. Generally, recreational uses shall be low-intensity, such as hiking, camping, and fishing, in keeping with the character of existing uses in the coastal zone.</p> <p>2. Public parklands.</p> <p>a. Role of public parklands. Federal, state, and county parks provide most of the existing opportunities for public recreation in Unit II, for both local residents and coastal visitors. The LCP assumes that most future recreational needs of the public will be met by these parks as well. The potential for additional recreational development on parklands is substantial and would, in concept, be consistent with the goals of the LCP.</p>	
<p>Visual Resources</p> <p>Coastal Act Section 30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the</p>	<p>The project is located along a stretch of SR 1 that is eligible for designation as a State Scenic Highway. The project site is in a developed area within the community of Point Reyes Station and is not within sight of Tomales Bay. The project would not block views of Tomales Bay or adjacent grasslands. Alternatives 2a, 2b, and 3a would</p>

Table B-1 Potential Impacts to Coastal Resources

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
<p><i>character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.</i></p> <p>Marin County LCP</p> <p>Policies on Recreation and Visitor-Serving Facilities. Private recreational and visitor serving development.</p> <p><i>Point Reyes Station. Development shall be located out of the most environmentally sensitive areas of the site and shall minimize visual impacts on Highway 1 and other public viewing points. Structures shall be limited in height to that which is compatible with the character of the surrounding area. The site is particularly sensitive visually and must be developed with careful attention to visual factors.</i></p> <p>P139. Tomales Bay and adjacent lands in the Unit II coastal zone form a scenic panorama of unusual beauty and contrast. The magnificent visual character of Unit II lands is a major attraction to the many tourists who visit the area, as well as to the people who live there. New development in sensitive visual areas, such as along the shoreline of Tomales Bay and on the open rolling grasslands east of the Bay, has the potential for significant adverse visual impacts unless very carefully sited and designed.</p>	<p>create a low to moderate level of visual impact. However, Alternatives 4a and 4b would create moderate to high level of visual impact that would be considered significant because these alternatives would substantially change the scale of the bridge with respect to surrounding structures.</p> <p>Mitigation measures would minimize the degree of visual contrast created by the new bridge and the construction period. These include color treatment of the concrete piers and bridge deck to blend with their natural setting. Color treatment of the crash cushions match the color of the bridge truss. Measures also include replacing vegetation that was removed, restrictions on construction lighting, and screening of construction staging and storage areas.</p> <p>Despite mitigation, the impact of Alternatives 4a and 4b would remain significant because they would be out of scale with surrounding development. Therefore, Alternatives 2a, 2b, and 3a are consistent with the Coastal Act and LCP. However, Alternatives 4a and 4b are inconsistent with Coastal Act Section 30251 and the LCP.</p>
<p>Environmentally Sensitive Habitat Area (ESHA)</p> <p>Coastal Act Section 30240. (a) <i>Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.</i> (b) <i>Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.</i></p> <p>Coastal Act Section 30107.5. <i>"Environmentally sensitive area" means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.</i></p> <p>Marin County LCP</p>	<p>ESHAs within the biological study area recognized by the California Coastal Commission include riparian trees and waters of the U.S. and state including wetlands (wetlands and other waters are discussed in wetland section of this table).</p> <p>Culvert replacement for all Build Alternatives would result in direct and permanent impacts to 0.04 acre and temporary impacts to 0.08 acre of riparian tree canopy.</p> <p>Under Alternative 2a, the project would result in 0.42 acre temporary and 0.05 acre permanent direct impacts to riparian tree canopy. Under Alternative 2b, the project would result in 0.51 acre temporary and 0.06 acre permanent direct impacts to riparian tree canopy. Under Alternative 3a, the project would in 0.43 acre temporary and 0.04 acre permanent direct impacts to riparian tree canopy. Under Alternative 4a, the project would result in 0.43 acre temporary and 0.05 acre permanent direct impacts to riparian tree canopy. Under</p>

Table B-1 Potential Impacts to Coastal Resources

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
<p>Policies on Natural Resources. Other Environmentally Sensitive Habitats. <i>Other sensitive habitats include habitats of rare or endangered-species and unique plant communities. Development in such areas may only be permitted when it depends upon the resources of the habitat area. Development adjacent to such areas shall be set back a sufficient distance to minimize impacts on the habitat area. Public access to sensitive habitat areas, including the timing, intensity, and location of such access, shall be controlled to minimize disturbance to wildlife. Fences, roads, and structures which significantly inhibit wildlife movement, especially access to water, shall be avoided.</i></p> <p>Streams and riparian habitats. <i>The policies contained in this section shall apply to all streams in the Unit II coastal zone, perennial or intermittent, which are mapped by the United States Geological Survey (U.S.G.S.) on the 7.5 minute quadrangle series.</i></p> <p><i>a. Stream alterations. Stream impoundments, diversions, channelizations, or other substantial alterations shall be limited to the following purposes:</i></p> <p><i>(1) Necessary water supply projects, including those for domestic or agricultural purposes;</i></p> <p><i>(2) Flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development; or</i></p> <p><i>(3) Developments where the primary function is the improvement of fish and wildlife habitat.</i></p> <p><i>Before any such activities are permitted, minimum flows necessary to maintain fish habitat and water quality, and to protect downstream resources (e.g. riparian vegetation, groundwater recharge areas, receiving waters, spawning habitats, etc.) and downstream users shall be determined by the Department of Fish and Game and the Division of Water Rights of the State Water Resources Control Board. New impoundments which, individually or cumulatively, would decrease streamflows below the minimum shall not be permitted.</i></p> <p><i>b. Conditions. The alteration of streams allowed for the purposes listed in (a) above shall be held to a minimum to protect streamwater quality and the volume and rate of streamflow. All such developments shall incorporate the best mitigation measures feasible, including erosion and runoff control measures, and revegetation of disturbed areas with native species. Disturbance of riparian vegetation shall be held to a minimum.</i></p>	<p>Alternative 4b, the project would result in 0.66 acre temporary and 0.05 acre permanent direct impacts to riparian tree canopy.</p> <p>The proposed transportation improvement project is not a resource-dependent use, and therefore is not allowed in ESHA consistent with Section 30240 or the LCP. However, several alternatives have been evaluated and no other design or siting alternative is feasible that meets the purpose and objectives of the project without requiring ESHA impacts. Mitigation measures (found in Section 2.3.1.4 of the Natural Communities section) would minimize adverse environmental effects. Caltrans will coordinate at a later phase with California Coastal Commission to determine the mitigation ratio for native and non-native riparian tree replacement.</p>

Table B-1 Potential Impacts to Coastal Resources

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
<p><i>c. Stream Buffers. Buffers to protect streams from the impacts of adjacent uses shall be established for each stream in Unit II. The stream buffer shall include the area covered by riparian vegetation on both sides of the stream and the area 50 feet landward from the edge of the riparian vegetation. In no case shall the stream buffer be less than 100 feet in width, on either side of the stream, as measured from the top of the stream banks.</i></p> <p><i>d. Development in Stream Buffers. No construction, alteration of land forms or vegetation removal shall be permitted within such riparian protection area. Additionally, such project applications shall identify a stream buffer area which shall extend a minimum of 50 feet from the outer edge of riparian vegetation, but in no case less than 100 feet from the banks of a stream. Development shall not be located within this stream buffer area. When a parcel is located entirely within a stream buffer area, design review shall be required to identify and implement the mitigation measures necessary to protect water quality, riparian vegetation and the rate and volume of stream flows. The design process shall also address the impacts of erosion and runoff, and provide for restoration of disturbed areas by replacement landscaping with plant species naturally found on the site. Where a finding based upon factual evidence is made that development outside a riparian protection or stream buffer area would be more environmentally damaging to the riparian habitat than development within the riparian protection or stream buffer area, development of principal permitted uses may occur within such area subject to design review and appropriate mitigation measures.</i></p>	
<p>Water Quality</p> <p>Coastal Act Section 30230. <i>Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreation, scientific, and educational purposes.</i></p> <p>Coastal Act Section 30231. <i>The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and</i></p>	<p>All Build Alternatives would result in an increase in 0.07 acre of impervious surface compared to the existing condition. This would result in a slightly increased amount of runoff that could introduce pollutants from the highway and other surfaces. However, this increase in impervious surface is marginal compared to the magnitude of the Lagunitas Creek watershed. In addition, the project would implement the following measures to minimize impacts to water quality:</p> <ul style="list-style-type: none"> • Stormwater pollution prevention plan containing best management practices to reduce erosion, stabilize disturbed soil areas, and maximize vegetated surfaces. • Stormwater treatment measures such as bioremediation with basins or swales • Temporary creek diversions during construction to minimize sediment runoff

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Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
<p><i>entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</i></p> <p>Coastal Act Section 30232. <i>Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.</i></p> <p>LCP Policies on Natural Resources:</p> <p>Water quality. <i>The County encourages the Regional Water Quality Control Board, State Department of Health, and other responsible agencies to continue working on identifying sources of pollution in Tomales Bay and to take steps to eliminate them. LCP policies which address specific development-related water quality problems, such as septic system discharges, are contained in the LCP sections on Public Services and New Development. Other LCP policies on the location and concentration of development and protection of riparian habitats address water quality concerns from a broader perspective.</i></p>	<p>With the incorporation of these measures, the project will be consistent with the water quality protection policies of the Coastal Act and LCP.</p>
<p>Coastal Hazards/Shoreline Development</p> <p>Coastal Act Section 30253 (in part) <i>New development shall: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.</i></p> <p>Marin County LCP</p> <p>Policies on Shoreline Structures: (in relevant part)</p> <p>1. General policy. <i>The County discourages the proliferation of shoreline structures in the Unit II coastal zone due to their visual impacts, obstruction of public access, interference with natural shoreline processes and water circulation, and effects on marine habitats and water quality. In some cases, however, the County recognizes that the construction of protective works or piers may be necessary or desirable.</i></p>	<p>Section 30235 of the Coastal Act permits shoreline development that would improve seismic stability. The project would improve stability and structural integrity of the Lagunitas Creek Bridge on SR 1 in the event of an earthquake or flood. Mitigation measures are provided that would minimize the amount of erosion during construction and operation of the bridge. The project would not cause the alteration of bluffs or cliffs or in any other way, require the construction of protective devices.</p> <p>Therefore, the project is consistent with the coastal hazards policies of the Coastal Act and the LCP.</p>

Table B-1 Potential Impacts to Coastal Resources

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
<p>Coastal permits for all shoreline structures will be evaluated based on the criteria listed in the policies below.</p> <p>5. e. Address the geologic hazards presented by construction in or near Alquist-Priolo earthquake hazard zones.</p>	
<p>Cultural and Paleontological Resources</p> <p>Coastal Act Section 30244. <i>Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.</i></p> <p>Marin County LCP</p> <p>P. 193. <i>The Unit II coastal communities are historically important and aesthetically unique. The LCP provides that all structures in the coastal zone built prior to 1930 should be reviewed through the coastal permit process, before being altered or demolished. Additionally, the LCP designates specific areas within the Unit II coastal zone as "historic areas". New construction, and additions to or demolition of existing structures, will require a coastal permit. Boundaries for historic areas were selected to include groups of unique and architecturally significant structures that are visually accessible to both local residents and visitors. Community input and additional historic survey are encouraged as part of the coastal plan. After survey, historic area boundaries could be revised through the public review process.</i></p> <p><i>All pre-1930's structures in the coastal zone are eligible for utilization of the State Historic Building Code, an alternative to the Uniform Building Code.</i></p>	<p>Caltrans performed record searches of the Northwest Information Center and other databases and registries, field surveys, and consulted with the Native American Heritage commission. No historical, archaeological, or Native American cultural resources were identified within the project area of potential effect. Thus, no impact to cultural resources is anticipated as a result of this project.</p> <p>The potential for paleontological resources in the project site and surroundings was reviewed. The project was determined to be not likely to affect paleontological resources.</p> <p>Compliance with Caltrans Standard Specifications and cultural resource AMM CULT-1 would ensure that no adverse effects would occur to unanticipated cultural or paleontological resources. All Build Alternatives would be consistent with the Coastal Act and LCP with respect to cultural and paleontological resources.</p>

Notes:

AMM = Avoidance and Minimization Measure

Caltrans = California Department of Transportation

ESHA = environmentally sensitive habitat area

LCP = Local Coastal Program

SR = State Route

